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DOCUMENTS AND NOTES

ITALIAN ENTERPRISE ABROAD

ARCHAEOLOGICAL RESEARCH UNDER THE SEA

A CHART OF ITALY'S PHYSICAL CHARACTERISTICS

ROME
PRESIDENCY OF THE COUNCIL OF MINISTERS OF THE ITALIAN REPUBLIC
INFORMATION OFFICE

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NEW APPOINTMENTS TO THE FANFANI CABINET

Senator Piccioni as Foreign Minister and Senator Corbellini as Minister of Posts

On May 29 last, the Prime Minister presented the President of the Republic with decrees nominating Senator Attilio Piccioni as Minister for Foreign Affairs and Senator Guido Corbellini as Minister for Posts and Telecommunications. Senator Piccioni also retained his office as deputy Prime Minister.

Attilio Piccioni, Senator, member of the Christian Democrat Party parliamentary group.

Born in 1892 at Poggio Bustone (Rieti). A lawyer by profession, he saw field service in the first world war. Attilio Piccioni was a militant member of the Popular Party, became Secretary of the Turin branch in 1920 and was then a member of the National Council of his party from the Naples Congress to the time it was dissolved. He was also a member of the Turin Council from 1920 to 1923, a candidate on the Opposition list during the 1924 elections and a member of the « Committee of Opposition » after Parliament was dissolved by the Fascists. At this time, he was compelled to leave Turin and retire to Tuscany where he carried on a law practice and maintained close relations with anti-fascist circles. Following the events of July 25, 1943, he reorganized the Christian Democrat Party in Tuscany and became a member of the National Committee of Liberation. In 1944, he became the first Secretary of the Christian Democrat Party at Florence and a National Councillor and was elected Political Secretary in the following year.

Senator Piccioni has been a Member of Parliament from the time of the National Consulta and the Constituent Assembly. He was elected in 1948 and 1953 for the constituency of Florence-Pistoia and stood as Senator for Sondrio in 1958. In September 1946, he replaced Alcide De Gasperi as Political Secretary of the Christian Democrats, an appointment in which he was confirmed during the Naples Congress and from which he withdrew in 1949.

Senator Piccioni was appointed deputy Prime Minister in the 5th., 7th and 8th. De Gasperi Cabinets and Minister of Justice in the 6th. De Gasperi Government. Asked to form his own Government after the resignation of the 8th. De Gasperi Cabinet, he was forced to

give up the task as a result of insurmountable difficulties. In 1954 Senator Piccioni became Foreign Minister in the 1st. Fanfani Gov ernment, an office he held in the succeding Cabinet formed by th Hon. Mario Scelba. Resigning in September 1954, he was then ap pointed as Italian representative to the United Nations. He was de puty Prime Minister in the 3rd. Fanfani Cabinet and is Chairma of the National Council of the Christian Democrat Party.

Guido Corbellini, Senator, member of the Christian Democrat par iamentary group.

Born at Ancona in 1890. Senator Corbellini is a qualified enginee and lectured in road and rail construction at Bologna Universit where he subsequently also taught transport technology and manag ment. From 1914 to 1950, he was an official of the State Railway responsible for rolling stock and equipment and installations at Flo ence. In 1941/42, he led a technical Commission responsible for the r building of the Greek railways and was also in charge of th technical management of the Corinth Canal and its repairs. Return ing to Italy in 1942, Senator Corbellini was first Superintendent rail services in southern Italy and then, after the events of July 2 1943, appointed director of the Naples Division of the State Rai ways by the Badoglio Government. A member of the « Milita Railway Board of Italy », which he joined in September 1944, was present at meetings held in 1945 to discuss reorganization of mi itary transport in central Europe. Senator Corbellini has also bee Vice-President of the Italian Electrotechnical Association (1947 1949). Chairman of the Committee for Research on the Italian Mec anical Industry and President of the National Institute of Weldi (1947). As such, he attended various congresses and scientific mee ings in Europe, the United States and Japan. Honourary Preside of the Association of Italian Rail Engineers and member of t Committee of Reconstruction, he entered the 4th. and 5th. De G peri Cabinets as a technical advisor.

He was elected to the Chamber of Deputies for the Floren Pistoia constituency in 1948 and Senator for the constituency of V cenza. He expressed his preference for the Senate and became « interim » Minister for the Mercantile Marine in 1949. Senator C bellini was first Vice-Chairman (later Chairman) of the 7th. S nate Standing Committee on Public Transport, Public Works and t Merchant Marine. Re-elected to the Senate in 1953 and 195 President of the National Federation of Municipalized Industr Senator Corbellini is also a lecturer in transport technology a management at Milan Polytechnic.

ITALIAN ENTERPRISE ABROAD

Company Operations in 1961

Because of organizational and technical capacity and willingness to undertake even the most hazardous tasks, Italian enterprise has won the complete confidence of foreign governments. The most important contracts have been won in Africa, followed by Asia, South America, Central America and North America, and the successes achieved in these continents must be added to those already won in Portugal, France and Switzerland.

The following is a brief report of the projects carried out by Italian companies during 1961 (1).

Africa

Apart from the building of the Akosombo dam on the River Volta, Italian engineers in Ghana have been engaged in several other projects which have been interesting because of their size and the many complex problems they have set. They include bridges and housing. Several companies providing technical advice have been approached for the purpose of drafting new development plans and negotiations are going on over some important schemes to be carried out by Italian engineering and building companies.

In *Sudan*, two important contracts were awarded to Italian enterprise — the Khashm-el-Ghirba and Roseires dams. The first project calls for the construction of an earth barrage with a reinforced concrete frame, 350 metres long and 55 metres high, and the cost is estimated at 7 million Sudanese pounds. The soundness of Italian industry is well illustrated by the fact that it has been asked to provide 7 turbo-alternators for the production of electrical energy.

The second project — the Roseires dam — is the main item in a huge irrigation programme. As a consequence, the building of the dam will bring many benefits to local economy. It is to be constructed on the Blue Nile at the Damazin Cataracts, 5 kilometres from Er Roseires and 500 km. south of Khartoum.

Following private dealings, the reinforcement of the rocky land on the south side of the Kariba dam has been entrusted to the same

(1) Refer: *Italian Enterprise Throughouut World* " Italian Affairs ", vol. X, n. 4 (July-August 1961). Data from " L'Industria del cemento ", No. 2, 1962, Roma, via S. Teresa 23.

Italian group responsible for the building of the dam itself. The offering of this new contract points to official *Rhodesian* recognition of the satisfactory completion of the work undertaken by Italian engineers who, in spite of two disastrous floods, managed to finish the dam ahead of schedule, demonstrating a technical skill that was far superior to what had been expected.

In *Liberia*, Italian enterprise has been responsible for various building projects over the past few years and a huge road construction programme, costing 15 million dollars, has been successfully concluded. In 1961, further road-building schemes were put in the hands of the Italians, including the construction of a bridge over the River Ioja which will be 300 metres long, the lengthiest in Liberia. Italian engineers and skilled labour are also building a residential area consisting of 600 houses, public premises, factories, etc.

A very great deal has been done in *Nigeria*. Italian companies have been responsible for about 70% of all the building and public works projects and among the more outstanding achievements is the cement-asbestos plant at Lagos which was opened in 1961. This plant cost 800,000 pounds and, apart from the actual premises, all the machinery and equipment was supplied by Italian industry. Other undertakings in this country include several bridges and various engineering projects for the Kuru-Bauchi railway and, most important of all, the bridge over the River Congola. When completed, this bridge will have 9 arches, each of 45.7 metres.

In *Somalia*, Italian enterprise competed with several foreign companies and groups to win the contract for the construction of the huge new hospital at Mogadiscio, an extremely modern building. Initial work has already started and precautions have been taken to avoid the inconveniences arising from the humid, equatorial climate.

Work on the stretch of highway from Addis Ababa to Lake Tana continues in *Ethiopia*. This particular section, 38 kilometres long, is eight metres wide with 1.5 metre banquettes and will be finished with a macadam surface. At the beginning of 1961, an Italian firm was authorized to begin moving earth (about 700,000 cubic metres) as a preliminary to the building of the runway for the new international airport at Bole, which will serve Addis Abeba.

Italian enterprise has also made progress in the *Ivory Coast*, although work is not of a large nature. Contracts received from the Government included the building of the Law Courts at Abidjan and numerous houses for public officials.

In *Kenya*, much importance was attached to the construction of an 800 metre, reinforced concrete dam at Eldored, on the River Si-

siani not far from Nairobi. This was an outstanding achievement because the work was concluded in record time and long before the date set down in the contract. The same company was also responsible for the building of the airport at Malindi, officially opened in May 1961.

The new Monapo-Meconta-Nampula highway, in *Mozambique*, was completed by August 2, 1961 and the paving of the first 44 kilometres consists of beaten soil reinforced with concrete. The road is 45 kilometres long and has taken three and a half years to build, the date of completion being well ahead of that in the contract.

Among some of the more recent construction projects in *Sierra Leone*, an Italian company succeeded in obtaining official authorization to build two bridges, one over the River Seli, the other over the River Mongo.

In conclusion, Italian enterprise was very active in *Uganda* and the airport for the capital, Entebbe, was completed. Equal successes were obtained in *Tanganyika*, *Tunisia*, *Morocco*, *Libya* and *Egypt*.

Near and Middle East.

Italian construction and engineering companies have been extremely busy in *Iran*. Indeed, Italian enterprise has been very active in that country since 1933 when it successfully bid for some of the most difficult stretches of the trans-Siberian railway. In 1961, the Khorramchahr-Adimeschk stretch of highway was completed, over 260 kilometres long with 400 bridges over 100 metres long, lighting, etc. The work so far carried out has cost 1,550 millions rials.

Italian engineers have also started on the central section of a huge dam that is being built in the Khuzistan region, in a deep and narrow gorge through which the River Dez flows. When completed, the dam will control flood waters, supply water for irrigation and produce electrical energy and, for such reasons, is of the utmost importance to Khuzistan, a hot and arid region which needs a strong agricultural and industrial economy. More than 5,000 homes for army officers have also been built under a contract signed with the Iranian Ministry of Defence.

One of the more recent projects undertaken by Italian enterprise is the bridge over the River Bala-Rud, on the road that runs between Teheran and the port of Khorramchahr on the Persian Gulf. Italy succeeded in obtaining this contract after several foreign firms had made bids.

Italian enterprise in *Lebanon* has been called upon to build 1,120 km. of highway, construct galleries for the hydro-electric plant at

Litani and the dam at Chouen, on the River Nahr, and put up housing in the centre of the city and in various districts along the coast and in the hills.

In 1959, Italian engineers succeeded in successfully tendering for the construction of the first stretch of the canal in eastern Ghor, *Jordan*. The same company was also entrusted with the rest of the project which was started in April 1961. The canal is 67 kilometres long, 2.97 metres wide, has a tunnel 980 metres long with a diameter of 3 metres, a deviation canal from the River Yarmouk, ten canal bridges in reinforced concrete, totalling 813 metres in length, and boasts various smaller engineering feats.

Saudi Arabia, a country in which Italian enterprise was not successful, has offered new possibilities with an Italo-Saudi company winning a contract for reconstruction and modernization of the port of Yanbo, situated about 200 miles north of Jidda, on the Red Sea. The work will cost 10 million rials and consists of dredging, the building of precompressed reinforced concrete wharfs and various other jobs of some entity.

In *Pakistan*, Italians are responsible for the building of the gigantic water distillation and purifying plant in the city of Karachi. This consists of a series of huge reinforced concrete tanks for sedimentation and bio-filtering, a power station, a pumping station, service buildings, offices, parking lots, etc., the whole costing about 5 milliard Italian lire. Work is going ahead rapidly and it is interesting to note that nearly all the machinery being used is of Italian manufacture. When completed, the plant will provide clean water for about 2 million persons but the original plans foresee greater capacity in view of the rapid growth of the population of Karachi and industrialization which, though slow, will demand for larger quantities of clean water. The same Italian group is also carrying out other important projects in Pakistan, including the construction of a bridge for road traffic accros the huge dam on the Indus at Kashmor, commonly known as the Gudu Barrage.

Latin and Central America.

Italian engineers and constructors in *Argentina* and *Uraguay* have recovered somewhat with the construction of many kilometres of roads and highways, a large number of private homes and an extremely modern hotel (Uraguay) which will be the most comfortable in the capital and probably in the whole country.

An Italian company in *Peru* has completed the important hydro-electric plant at Macchu-Picchu, including the dam on the River

Blanco. The finishing touches are being put to the dam itself, an outlet channel and the face of the central gallery, the control room and various buildings.

In *Venezuela*, a civil engineering contract concerning the huge steel plant at Orinoco has almost been completed and work is at an advanced stage on the Cua-San Casimiro highway in Miranda State. This road is 36 kilometres long with frequent bridges and tunnels and has four traffic lanes. Considerable difficulties had to be faced in the construction of the Guatire-Caucagua highway but these have all been successfully overcome. Italian enterprise has also been responsible for the building of the Avenida Carabobo at Valencia, eight kilometres long and running round the city. It has twin lanes and several overpasses.

Although, at first, the smaller countries of Central America may seem to have little to offer in the way of dealings with Italy, several Italian companies have undertaken the construction of roads and a dam, as well as several building projects in San Salvador, Honduras, Nicaragua and the Republic of Panama.

In Canada — after the successful completion of some of the most difficult portions of the St. Lawrence — Italian enterprise is now engaged in enlarging and modernizing the dock area at Port Carter. At Montreal, a Rome company is to build three 51 storey blocks which will also have 6 underground floors, reaching a height of 190 metres. Each building will have a forty metre face and, when completed, they will be the highest in the whole Commonwealth.

Italian enterprise has at last begun to penetrate the United States market and, following initial achievements, will be responsible for a building project at Foggy Bottom. Overlooking the River Potomac, houses are to be built over an area of 117,000 square feet in a district that will become one of the most important in Washington.

This brief summary points to the fact that Italian enterprise has had a busy year and its achievements have been many. Because of wide technical and organizational experience and the use of only the best building materials, it has been made responsible for a large number of projects which, apart from testifying to succes in itself, means the continuation of a long tradition of dependability. The confidence that is being shown in Italian labour and engineering augurs well for the future.

Publication of the illustrated magazine "ITALIA" began again in January of this year. Printed in five languages (English, French, Spanish, German and Arabic) and published every two months, this magazine is a useful photographic reminder of the persons and events of importance in contemporary Italy. Of large format, printed in rotogravure, interested readers can reproduce the photographs in any newspaper or publication by any method.

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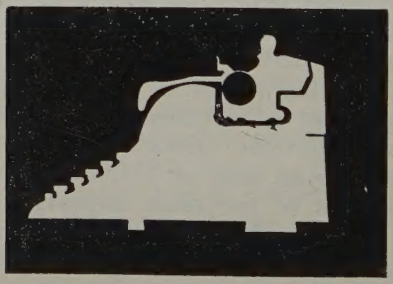

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TRADE WITH ARGENTINA

Trends in imports and exports. The trade balance

General foreign trade with Argentina shows an unsatisfactory trade balance and, over the past four years, only 1959 revealed any exception to this rule and then only because some restrictions were placed in imports.

Table I. - Trade Exchange *(million dollars)*

YEAR	Total Imports	Total Exports	Balance
1958	1,233	994	— *239*
1959	933	1,009	+ *16*
1960	1,249	1,079	— *170*
1961	1,460	964	— *496*

Trade in both directions tends to grow but there have been a number of oscillations. In 1961, imports showed a marked improvement while exports did not continue the constant expansion of the preceding three years. As a consequence, the balance has reached a stage which has compelled the authorities to place some restrictions on imports and the repercussions of such a decision will be felt this year.

During 1960, Italy's share in total exports was 6.9%, holding fifth place after the United States, Western Germany, the United Kingdom and Venezuela. In the same year, Italy was classified third, following the United Kingdom and the Low Countries and preceding the United States, as a purchaser of Argentine goods, having absorbed about 11.8% of the total.

In 1961, Italian exports to Argentina registered a further increase, reaching a value of 100.6 million dollars against 86.4 million during the preceding year. Imports from Argentina, on the other hand, contracted to 106.4 million dollars from 127.5 million in 1960. This means that Italy had a deficit in 1961 of 5.8 million dollars against 41.1 million dollars in 1960. At the same time, Italy held fourth place as exporter but maintained third place as a purchaser.

According to Italian statistical data, trade exchange between Italy and Argentina over the past four years was as follows:

Table II. - Trade Balance *(million lire)*.

YEAR	Imports from Argentina	Exports to Argentina	Italian Deficit
1958	50,443	36,714	—13,729
1959	62,994	43,691	—19,303
1960	96,673	52,947	—43,726
1961	83,919	68,090	—15,829

Contrary to what happens in trade relations with other nations, Argentina has a strong credit balance with Italy. The maximum point was reached in 1960 but, by 1961, the situation had returned to the average registered for the two-year period 1958-59.

The growth in two-way traffic, which started in 1956, slowed only in 1958 and 1961 as regards Italian imports from Argentina and the contraction of last year was mainly due to smaller purchases of maize.

Chief Imports from Argentina. Items purchased from Argentina mainly consist of cereals, livestock products, these being the chief goods that country has to offer. Maize predominates with figures that vary from year to year, according to Italian needs and the possibilities of obtaining supplies elsewhere. In 1961, about 9.4 million quintals were imported for a value of 33.4 milliard lire against 12.6 million quintals and 45 milliard lire in the previous year.

This item was followed by *fresh and frozen meat*, valued at 11 milliard lire against 12.3 milliard in 1960, *grease wool* (8.4 and 7.7 milliard respectively), *wheat* (6.9 and 2.6 milliard lire), *rye*, *barley and oats* (4.1 and 6.8 milliard lire), *raw hides* (3.7 and 3.5 milliard lire), *meat extracts*, *oils and fats for industrial use*, *oil cake*, *eggs*, *olive oil*, *washed wool and other* livestock products.

Chief Italian Exports to Argentina. Italian exports are more varied although they mostly consist of durable goods, machinery and semi-processed steel and chemical products for the growing industries of Argentina.

Exports of consumer goods have been small but this is due to the economic policy of the Government of Argentina which has placed heavy customs duties on non-essential and luxury items.

The first important category of Italian exports to Argentina consists of industrial vehicles and their components and accessories, as under *(in million lire)*:

	1959	*1960*	*1961*
Vehicles	140	4.259	4.842
Components and accessories	2.625	1.585	4.678

ractors	3.747	7.336	3.594
ocomotives and components	—	2.322	2.782
otorcycles and components and accessories	2.447	317	1.179
res	158	474	309

Steel exports consist of the following chief items *(million lire)*:

	1959	*1960*	*1961*
on and steel ingots, blocks, etc	4.813	6.729	8.265
on and steel sheeting	2.305	1.981	1.799
ther steel products	915	1.094	925

Machinery and non-electrical machines and the relative components nd accessories are also important items as the following table shows *million lire)*:

	1959	*1960*	*1961*
recision tools for metal industries	1.361	2.700	4.502
on-electric motors	932	3.070	3.329
achinery and equipment for textile and cloth-ing industries	598	825	3.175
ining and mineral processing machinery	1.920	307	183
rinting machinery	287	145	296
achinery for paper and board industries	28	96	133
achinery and equipment for food industry	—	10	186
ther non-electric machinery and equipment	2.089	3.506	5.164
omponents and accessories for non-electrical machinery and equipment	6.480	5.010	3.930

Electrical machinery and equipment and components and accessor-es were supplied as under:

	1959	*1960*	*1961*
enerators, electric motors and parts	2.047	2.395	1.604
nstallations and equipment for telecommuni-cations and accesories	313	889	505
ther electrical equipment and apparatus and components and accessories	675	1.025	1.237
ables and conduits	—	91	349

Various products of the metalmechanical industries, as under:

olts, screws and similar	13	451	554
ther products	1.256	1.186	1.975

Chemical and pharmaceutical products are classified into about 1 categories, the most important being *(million lire)*:

	1959	*1960*	*19*
Chemical and pharmaceutical products and preparations	216	270	3
Plastics and synthetic resins	557	282	9
Other organic chemical products	689	1.065	2.2
Various chemical products	120	156	3

Although on a lower scale, *textile products* made some progre in 1961 when compared to the situation in 1960, as may be seen fro the following:

Artificial and synthetic fibres	65	83	5
Pure and mixed cotton materials	16	75	2
Cotton yarn	647	15	2

In conclusion, food products, drink, glass, crystal, porcelain an terracotta products represent minimum figures because of local custon rulings and because they are all items that can be manufactured i Argentina.

Trade Relations

The trade and finance agreement of January 2, 1957 more or le became nul and void as a result of the declaration of the convertibi ity of the lira in December 1958.

As far as Italy is concerned, exports to Argentina are subject to r gulations contained in the " Export Tables " and imports to those i " C - Import ", there being a special list for goods that may be im ported freely.

Prospects for heavier trade. The public authorities have announce the institution of a new body (C.I.T.E.S.) which will have the tas of coordinating economic and social policy and projects, controllin programmes undertaken by public enterprise, deciding upon the pri rity to be given to financial schemes, particularly those concernin foreign investments, and channelling exports to Argentina. Neg tiations are also under way with the International Monetary Fund an other financial bodies for further loans under the " Alliance for Pr gress " programme.

In January 1962, further restrictive measures were taken again imports, among them being the suspension of the ruling on the exem

on from payment of recargos, which normally amounts to about 00/150% of C & F values, on machinery constituting complete as-embly lines, exceptions being certain installations for the steel, pe-o-chemical, cellulose and building industries. Exemptions have also een suspended in the case of used machinery. New duties, in force ntil December 31, 1962, have also been applied to socalled " luxury oods " and these concern items contained in a long list. Additional harges are twice the original duties.

In April 1962, another restrictive regulation required that all im-orted goods (with but few exceptions) be subject to a new recargo 20% on the C & F value, to be added to existing duties.

In the intervening period, sales tax has been raised from 10% to 3% of the value of single items while petrol has undergone a price crease of 33%.

It is likely, therefore, that Italian exports to Argentina in 1962 ill contract to some degree although the figure for the first four onths was 23.6 milliard lire, against 20 milliard lire for the corre-onding period of 1961, the rise being 18.2%.

On the other hand, Italian imports from Argentina over the same ur-month period have contracted by 30.9% — from 25.3 to 17.5 illiard lire — which means that this country now has a trade sur-us of 6.1 milliard lire.

In order to expand possible exports of durable goods to Argentina, rtain guarantees on loans for exports and longer periods for pay-ent have been offered to Argentina under regulations issued by the alian Government in 1961.

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PROBLEMS AND PROSPECTS FACING ITALIAN ECONOMY

The constant vigil of the Government in all economic branches

The « General Report on the Economic Situation of the Nation », recently presented to Parliament by the Minister of the Budget and the Minister of the Treasury, clearly demonstrates that Italian economy in 1961 was again characterized by a high rate of expansion, surpassing even the high figures registered in preceding years. The Report was accompanied by a brief comment from the Minister of the Budget which deals with the problems assailing Italian economy and the prospects of future development. Those who are responsible for economic policy in this country cannot, in fact, ignore certain factors that stem from the marked growth that has taken place in the past few years.

In the first place, it is important to note the continued presence of certain aspects in some regions and economic branches which point to failure to keep up with the general expansion that has taken place. Secondly, it must be realized that even the enormous capacity for growth demonstrated by Italian economy does not permit planners to consider further development as something that will automatically occur without danger of setbacks which might endanger the results already achieved. It is important to realize that economic progress and the attaining of a higher level of income and consumption often lead to a wide variety of needs remaining unsatisfied. This is common to all highly industrialized economies and these needs may appear at individual or community level but their satisfactory settlement is essential to orderly and free existence.

For such reasons, it is not possible to limit judgment to the definite results that have been obtained. A careful scrutiny must be made of the problems facing Italian society and then analyse those proposals which are likely to make satisfactory settlement possible.

Italian post-war policy has been rich in those forms of intervention likely to produce deep changes in the spontaneous development of the economic system. Such ideas have been at the back of all public investment plans drafted for the many branches of economy and all those provisions which have influenced the regional and structural composition of private investment. However, the fundamental element that has characterized the gradual growth of Italian economy has been a substantially free market on which public policy has had

a limited influence and for which planning has not always been coordinated.

It is obvious that, within the limits in which economic decisions have merely corresponded to market impulses, answers to problems affecting areas, branches and those social groups of a marginal nature and which could have been corrected through modifications to the mechanism in operation have remained in abeyance or even eluded.

After a period of intense development, which has taken place without any real overall planning, the responsible authorities have once again begun to consider the type of policy most suitable to the current demands of Italian economic growth. Although, during an initial phase, attention was given to the reconstruction of the nation, followed by the liberalization of foreign trade as a means of obtaining competitive conditions, any favourable trend in economy demands settlement of those questions that could not be solved earlier. This can be done through planned economy which will permit an expansion that is balanced and in keeping with current needs. Only during a period of strong dynamism, such as the present, is it possible to introduce the necessary modifications to the economic mechanism without running into costs that are too high. In fact, it would be sufficient to correctly channel new capital and fresh manpower in order to obtain opportune redistribution of the productive structure. To handle new capital or the dynamic element is far easier than trying to influence the productive employment of existing capital and modifications are far more simple when the economic system is really dynamic.

The planning policy that the Italian authorities wish to carry out is really none other than a direct attempt, through the opportune institutions and methods, to guide the development process in such a manner that there is no tendency to forget the unsolved problems and the lack of equilibrium that exist. Any policy directed towards such an end must not be such that it is something that accompanies development which remains unchanged in its essential form but rather one of the more important elements capable of providing a strong impulse to economic growth. If the question of overcoming the fundamental economic differences existing in the nation becomes the main theme of economic policy, within the framework of a strong and constant expansion, and if action is suited to the problems concerned, future directives will be suitably influenced and suitable changes will be made to decisions relative to consumption and investments.

TREATMENT OF CANCEROUS GROWTHS

Tumors drop to second place in causes of death. Diagnosis and medical organization

The steady rise in cancer sufferers is one of the most common features of contemporary society and is a health and social problem of fundamental importance in all countries.

Official data released in Italy confirms the gradual rise in the curve of mortality from tumors and malignant growths and statistics interpret the increase as not being solely due to longer average lives or improved methods of diagnosis.

During 1960, death from growths and tumors numbered 76,182, representing 15.8% of the total death rate. According to a list of causes of death, cancer victims come second. The increase in mortality from such diseases is common to statistics of all the progressive nations although there are differences in relation to the rapidity of such an increase, percentage victims among men and women and the various types of tumors and malignant growths.

No precise figures as to the real extent of such diseases are available in Italy. There are many factors which influence calculations and statistical information and there is also a lack of accurate etiopathogenic elements on neoplastic diseases and their various clinical manifestations.

Operating through various medical organizations under the supervision of the W.E.U. and the World Health Organization, research workers are still seeking ways and means of composing a rational chart of all symptons relating to cancer and the resulting mortality. The Committee of Public Health of the W.E.U. is also carrying out research on special questionnaires that, apart from being used in all the nations of « little Europe », would become more valuable if adopted by other European countries.

While waiting for some definite results from such research, the Italian Ministry of Health has for several years be using a system of statistical surveys on cancer diseases, based on clinical diagnosis on the part of public and private hospitals and institutions concerned.

The particulars furnished are not likely to give rise to details that call for further study but at least they provide information of a technical and organizational character which make it possible to adopt systems of treatment that are more adequate.

Statistical data refer to all forms of malignant growths and tumors that have been diagnosed clinically and these are placed in five categories from pre-cancerous lesions (stage 0) to local tumors (stage I), initial growths that can still be treated (stage II), up to more serious symptoms (stage III) or cases where treatment will bring about no improvement (stage IV).

The survey, carried out in 1959 and 1960, has given some preliminary information on the number of sufferers and distribution of tumors and growths throughout the country and it has demonstrated that there are numerous cases which are brought to the attention of the medical authorities at a too advanced stage.

Of the 82,602 cases mentioned in the 1960 survey, only 26% were included in Stage 0 or Stage 1, 29% were included in Stage 2 (open to successful treatment) while 45% had reached a stage where medical treatment was to be considered hopeless.

The figures confirm that too many sufferers, for various reasons, reach the stage of medical observation when the disease has already gone too far and this is a dramatic factor if it is realized that successful cure depends upon the point at which treatment starts. In many cases, speedy diagnosis in only possible if doctors have the necessary apparatus and if private persons can be persuaded to submit to early examination.

The organization of all efforts to reduce the numbers of cancer sufferers depends greatly on the availability of equipment necessary to diagnosis and the willingness of patients to undergo treatment at early stages.

Many social and assistance questions are also involved since quite a number of cancer patients are likely to live over long periods and thus need constant care and attention and varying kinds of assistance. Even those who are suffering from advanced stages of cancer — considered incurable not so long ago and therefore given treatment in their own homes — can now have surgical, medical and physical aids that often reduce pain, guarantee periods of relative fitness and longer lives.

* * *

Epidemiology presents many complex aspects that must be carefully examined by the health authorities. They concern local hygiene, diet and type of employment, all of which must be controlled in order to discover what agents may be responsible for the origins of the disease, diagnosis of the illness in its early stages and therapeutic treatment that will re-establish the sufferer.

The Presidential Decree, No. 249, February 11, 1961, dealing with social diseases, authorizes the Ministry of Health to introduce special services which may be offered to cancer sufferers. As far as growths and tumors are concerned, these consist of a complete cycle of medical assistance available in all districts. The Ministry is intent upon making sure that such services are open to all and that suitable surgical, medical and physical treatment is available to those who are chronic sufferers. It is also making sure that all districts have an epidemiological, statistical and social services that can give help to doctors and specialists at cancer centres.

The public authorities will continue to provide funds for special training courses and will also award grants-in-aid to all persons dealing with oncology so that they may continue with research and further their training.

During the past few years the « Regina Elena » Institute of Rome, the National Tumor Hospital of Milan and the « Senator Pascale » Foundation of Naples have modernized their research laboratories and surgical departments and they will be greatly assisted in the future by the cancer departments which have been opened at the hospitals and clinics of 82 provinces.

According to the plans of the Ministry of Health, cancer centres should be built in all parts of the country, particularly in certain regions of southern Italy. Such growth, however, depends greatly on the general situation of the hospitals and the construction or rebuilding of premises that are not suitable, as yet, to modern medical services.

Worthy of mention among all the undertakings that operate on a national scale and give considerable help in cancer treatment, is the « Italian League for Cancer Sufferers ». This League is an association of organizations and private persons that became a non-profit making concern in 1927, with head offices in Rome and branches in all the provinces.

It gives aid to research on the causes, diagnosis and treatment of tumors and malignant growths, distributes information on new drugs and surgery and encourages the foundation of new cancer centres. The League also provides funds for hospitalization of sufferers and assists their families.

Law No. 99, March 6, 1953, authorized the League to receive the funds obtained through a national subscription — similar to the « Twin Cross Day » for tubercular sufferers — and from a small surcharge on admission tickets to cinemas, theatres, and railway and coach fares.

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MASS EDUCATION

Reducing illiteracy. Results achieved in 1960/61

The constant expansion in educational facilities for the less fortunate social classes in Italy has caused the responsible authorities to introduce a more fitting administration of the courses and lessons offered and the offices formerly responsible for these have been raised to the status of a proper department. Reorganization was carried out by the Ministry of Public Instruction on the basis of norms contained in Law No. 1264, December 1961.

This meant legal recognition of the educational and social projects of those bodies and associations interested in the education and instruction of adults (1).

The « Scuola Popolare » (Schools for the People) have been operating for about ten years but the achievements of 1960/61 were far above those recorded in previous years. Much encouragement was given by the approval of Law No. 53, January 15, 1961 which has proved to be a more than useful weapon in reducing illiteracy.

This law authorized a further 26,024 courses to flank those already organized each year under general regulations, most of them being held in the southern and insular regions and provinces of Italy.

This means that it has been possible to give lessons in all those communities where the need was most urgent and, for the first time since the project started, the demands made upon the educational authorities have been fully met. The very considerable effort made by the Government in financing these extra courses has been amply repaid by the interest and enthusiasm of the persons concerned. Generally speaking, illiterates have been encouraged to register for courses by the educational authorities and local teachers and they have also received other types of assistance at the same time.

Those registered under « Course A », instituted under Law No. 53, January 15, 1961, number about 400.000. Because of the needs of agriculture, this course was divided into two periods — February 15 to May 15 and October 1 to December 31. Those who have successfully passed examinations at the end of ordinary and special courses total 350,000.

(1) Refer: General Index « Education », Vol. XI, No. 1, pp. 3787-3800.

The 1961 law also encouraged public departments and other qualified organizations (U.N.L.A., A.I.M.C., E.N.D.A.S., C.I.S.S., C.I.F., A.C.L.I. and many others of a national character) to widen their interest in the reduction of illiteracy. Their projects and schemes have provided many non-permanent teachers with a dignified and important form of employment, particularly in the provinces of central, southern and insular Italy, such as Brindisi, Chieti, Matera and Potenza. Indeed, the difficult question of providing employment for teachers has been successfully settled in quite a number of provinces. Their efforts, and those of the public authorities, have meant that about 400,000 illiterates have begun to show a keen interest in improving their social status and a house-to-house campaign has been carried out in which even elementary school children gave their assistance.

Great success has been achieved with what are termed « itinerant » courses for families, in which teaching is given in the home. This idea has contributed a great deal towards overcoming the repulsion of those persons who have been called « *resistant illiterates* ». Indeed, it must not be forgotten that those who are still illiterate are generally adults who have remained deaf to all the appeals made in the less favoured regions over the past ten years. Recuperation has been very difficult because it is first necessary to overcome a mentality that is closed to all suggestions and pleas.

Ordinary and special grants for courses held in 1960-61 have enabled the principles contained in Law No. 326, April 16, 1953 to be executed to the following degree:

Normal courses for adults: 23,797
Registered — 444,388
Attendance — 362,620
Successful — 259,265

Special Courses for adults: 4,813
Registered — 82,821
Attendance — 71,466
Successful — 51,546

Elementary Refresher Courses: 1,477
Attendance — 37,469

Elementary Musical Training: 1,007
Registered — 23,269
Attendance — 21,070
Successful — 17,803

Reading rooms: 4,510

Mobile libraries: 45

In this great struggle against illiteracy, for which ordinary and special funds have been set aside, close attention has been given special courses and those arranged for families.

This is due to the fact that local educational authorities and public bodies interested in eliminating illiteracy consider that these are the

Adult Education - Normal, Special and Television Courses 1960-1961

TYPE	No.	No. of Registrations (a)		Attendance (a)		Passed examinations (a)		Teachers (a)	
Normal:									
North Italy	1,394	27,278	(7,821)	21,893	(6,379)	17,009	(5,012)	1,426	(1,128)
Central Italy	3,400	56,668	(25,175)	46,022	(20,805)	33,027	(15,378)	3,530	(3,070)
South Italy	12,334	232,781	(116,065)	190,395	(95,637)	137,716	(71,618)	12,380	(10,118)
Insular Italy	6,669	127,661	(61,932)	104,310	(51,660)	71,513	(37,223)	7,248	(6,001)
Total	23,797	444,388	(210,993)	362,620	(174,481)	259,265	(129,231)	24,584	(20,317)
Special:									
North Italy	43	737	(349)	585	(301)	368	(213)	43	(37)
Central Italy	914	15,193	(9,426)	12,995	(8,210)	8,840	(5,725)	914	(823)
South Italy	2,762	48,723	(27,386)	42,001	(24,102)	30,683	(18,235)	2,762	(2,227)
Insular Italy	1,094	18,168	(12,240)	15,885	(10,859)	11,655	(8,249)	1,094	(924)
Total	4,813	82,821	(49,401)	71,466	(43,472)	51,546	(32,422)	4,813	(4,011)
Television: (normal and summer courses)									
North Italy	66	1,181	(398)	910	(330)	678	(243)	66	(55)
Central Italy	505	7,317	(3,633)	5,963	(2,917)	4,130	(2,191)	486	(417)
South Italy	2,102	35,949	(16,326)	30,826	(14,058)	22,203	(10,785)	2,100	(1,741)
Insular Italy	669	11,845	(4,954)	10,414	(4,397)	7,215	(3,207)	653	(536)
Total	3,342	56,292	(25,311)	48,113	(21,702)	34,226	(16,426)	3,305	(2,749)

(a) Figures in brackets refer to women.

surest way of reaching certain categories of workers, particularly women who are generally opposed to attending lessons given in schools.

Worthy of special merit is the television programme promoted by the Ministry of Public Instruction in collaboration with the Italian Radio and Television Corporation and which is entitled « It's Never Too Late ».

A report by André Lestage (Unesco Education Branch) on this experiment contained the following words: « *To date, three experiments have been made with television in order to reduce illiteracy — two in the United States and one in Italy... The educational method used in Italy to teach listeners how to read and write, the employment of those technical aids that television provides and the imagination shown are, in my opinion, exemplary... This was the opinion of all who watched the screening and they offered warm applause...* ».

Quite a number of elementary school teachers have followed these lessons for adults in order to learn the new technique used and thus improve their own methods.

Normal televised lessons totalled 2,044 while a further 1,298 were given during the summer. They were followed by 48,113 adults and, of these, a certificate attesting to successful completion of the series and admission to the second year cycle was issued to 34,326.

* * *

Reading centres have become far more popular and they have been most useful in hindering a return to illiteracy and enabling books and magazines to be circulated in those districts which are isolated and which have no similar service to offer. Many circles have suggested that the number of these centres be at least doubled so that the most needy communities can be served.

Although Italy is generally looked upon as a nation that « reads little », more than three million books have been supplied to the reading centres, most of them of a classical nature and consisting of works written by famous foreign authors.

No one can deny that, today, the Italian people are looking for instruction with new avidity. Those who have not had the fortune of education are realizing that knowledge is the finest investment of all and something which has contributed to the good of the nation and the individual. The Italian Government has understood this and is doing everything in its power to meet the needs of those for whom it is responsible.

A CHART OF ITALY'S PHYSICAL CHARACTERISTICS

The real situation of agriculture

On the basis of details furnished by the Central Institute of Statistics, surveys carried out by the Land Registry Office and its technical departments and information provided by the various public offices dealing with land and soil, a chart has been compiled by the National Institute of Agrarian Economy which gives a precise idea of the extent of agriculture in the country. The chart is accompanied by observations on the data used and explanations which reveal that experts divided domestic territory into geographical areas consisting of mountains, hills and plains, although due account was taken of the respective regions in which such features are to be found. The following picture became apparent:

GEOGRAPHICAL AREA	Area (million hectares)	%	GEOGRAPHICAL AREA	Area (million hectares)	%
Alpine ranges	4.6		Mountains of South Italy	2.7	
Pre-Alpine hills	1.8		Hills of South Italy	3.6	
Apennine mountains of North Italy	0.9		Plains of South Italy	1.0	
Apennine hills of North Italy	0.5		*South Italy*		*7.3*
Plains of North Italy	4.2				
			Mountains of Insular Italy	1.2	
North Italy		*12.0*	Hills of Insular Italy	2.9	
			Plains of Insular Italy	0.9	
Mountains of Central Italy	2.2				
Hills of Central Italy	3.1		*Insular Italy*		*5.0*
Plains of Central Italy	0.5				
Central Italy		*5.8*	*Italy*		*30.1*

The system employed has made it possible to obtain an accurate idea of the total area in which agriculture is possible and gives a precise outline of local conditions, crops grown, types of farm management and breeding.

Full of interesting information, the *Chart* carefully analyses the 28 million hectares of agricultural and forest land and thus offers full details of the structure of Italian agriculture and the agrarian economy practised in different regions. It also gives other information of exceptional interest. For example, Trentino-Alto Adige produces the largest crops of pears while Emilia is the most important apple growing region. About 35% of the carnations grown in Italy come

from hothouses in Liguria, 34% of the best quality rice is grown in the Vercelli locality, 700,000 hectares of land on the Lombardy plain are irrigated while the largest olive orchards are to be found in the vicinity of Grosseto.

* * *

Those responsible for drafting and compiling the Chart were initially faced with the question of accurately pinpointing the areas in which land was used for different purposes. This was a particularly difficult task since although errors made in including 7,356 Communes of less than 10,000 hectares (2,700 hectares on an average) on a map with a scale of 1:750,000 might almost be discounted, such was not the case with 585 Communes of more than 10,000 hectares (17,770 on an average) and thus the lack of certain elements in available statistics could have led to serious miscalculations.

This, therefore, meant extremely accurate research and, in many cases, surveys carried out on the spot. Types of land included for the purpose of describing the extent of agriculture in Italy were classified as follows: fit for sowing; fit for tree crops but with a prevalence of vines; fit for tree crops with prevalence of vines, fit for tree crops with a prevalence of olives; vineyards; olive groves, fruit and citrus orchards; vegetable gardens, gardens and plant nurseries: fields and grazing land; woods and forests; uncultivated but productive; non-agricultural land.

The Chart, which follows that dealing with " types of enterprise " published by the I.N.E.A. in 1958, is an important step forward in obtaining a complete picture of Italian agriculture. But, more than that, it shows a decisive attempt to start using those systems of obtaining economic facts which have long been used abroad but seldom in Italy.

LAND RECLAMATION IN THE MOUNTAINS

Current Achievements

The problems posed by mountainous localities are by no means new but only the post-war Italian governments have approached the matter as a whole, considering the economic, technical, human and social aspects and then drafting organic projects. Official recognition of the complex questions involved is to be seen in Law No. 991, July 25, 1925, entitled " *Provisions for Mountainous Localities* ", more commonly known as the « Mountain Law », the first of its kind.

To all intents and purposes it is the result of a gradual evolution in policy that has been practised since Italy became a united country.

Law No. 3917, June 20, 1877 dealt mainly with hydro-geological problems in the mountain districts but, on June 2, 1910, Law No. 277 was approved and the State Forestry Commission came into being, the first real step in a policy that properly considered the economic possibilities of these regions. Successively, Law No. 3267 of December 30, 1923 dealt with " the re-organizations and modification of legislation on forests and land in mountainous regions ". This not only assured greater coordination in projects concerning afforestation and pastureland but dealt with agriculture as a whole. Based on a more embracing idea of the real wants of the localities in question and although not creating that juridical structure necessary to reclamation in the real sense of the word, it did mean that public intervention was not merely limited to forests and timber pastureland but included agricultural reclamation in general.

With the approval of Law No. 215, February 13, 1933, containing " new regulations for overall reclamation ", the mountain localities received marked benefits, particularly as a result of more funds being made available for irrigation and water supplies. However, legislation concerning land reclamation was still lacking to a great extent.

Post-war legislation, therefore, represents the logical conclusion to many years of social and economic policy and the introduction of more suitable norms that have enabled the authorities to build a structure necessary to public and private enterprise and introduce regulations more suitable to the needs of the territories in question.

Law No. 991, July 25, 1952, execution of which became the responsibility of the State Forestry Board, established those regions that are to be properly considered as " mountainous " (Art. 1 of Law No. 991 has been replaced with Law No. 657, July 30, 1957) for the purpose of providing an exact idea of the localities that were to receive assistance. The Special Census Commission held that such regions embraced 4,056 communities over an area of 14,270,653 hectares, corresponding to about 47% of Italian territory (at June 30, 1961).

To these communities were added an additional 398 Communes which, although not included in the category of " mountainous " established by the Special Census Commissions, revealed characteristics in keeping with the norms contained in the last paragraph of Article 14, of Law No. 991. These lay on the perimetre of the areas due for reclamation and covered approximately 874,328 hectares. In all, therefore, the number of communities considered eligible for partial or total assistance were 4,454, covering an area of 15,144, 981 hectares, equal to 49% of Italian territory.

Having established the mountainous regions, the authorities began to classify, or reclassify those communities that, either as a result of poor physical features or serious economic difficulties, were not likely to give satisfactory results without a coordinated scheme executed by both public and private enterprise, as contemplated in Articles 14/15 of Law No. 991.

At February 19, 1962, the number of communities that had been thus classified or reclassified totalled 102, covering an area of 7,506,876 hectares.

By virtue of Law No. 1177, November 26, 1955, land in Calabria that lies above 300 metres was considered as " mountainous " and this added another 857,085 hectares to the total.

Subtracting from this total area the sum of 785, 806 hectares corresponding to the mountain regions classified by the Special Census Commissions and the land reclamation areas classified as such under Law No. 991, the remaining 71,279 hectares were open to a land reclamation policy outlined in the special Law No. 1177 which dealt only with Calabria and authorized sufficient funds to this end.

Numerous proposals concerning classification of mountain communities are still under examination and it is expected that the already high total with increase in the near future.

Special land reclamation agencies have been formed for the express purpose of executing the relative projects. The law foresees that each zone must be the object of a special plan that gives particulars

of those schemes for which the public authorities alone can be responsible and the entity of land improvement necessary. Close attention is always given terracing and irrigation, both of which are essential to proper land transformation. Approval of such plans means that the Government is ready to accept its obligations and also compels private sources to carry out the projects assigned to them together with the appropriate financial aid.

The drafting of general land reclamation plans has been difficult because of the fact that no organic research had previously been carried out in the localities concerned.

The Board for Mountain Economy, aware of the importance of planning to accurate technical and economic research and of juridical reflexes resulting from the approval of projects, has issued general regulations that act as a guide to responsible circles and contributed widely to the drafting of them. Of the 102 reclamation areas that have been created, schemes for 73 have already been approved and financed; two of these have reached the final deliberative stage while the rest should come into force within a short time.

The law also contemplates the setting up of other bodies. These include: the creation of consortia among landowners who will be responsible for private schemes and projects concerning water supplies and control, soil conservation and crops; special agencies and consortia responsible for forests and pastureland in the Communes; various agencies and committees to submit proposals for the economic development of mountainous and valley regions.

Recognizing the urgent need to extend publically-owned forests and pasture, those responsible for drafting the law on mountainous localities furnished the State Forestry Board with legal and financial means of purchasing uncultivated land or partial woodland suitable to reafforestation or pasture. To this end, the authorities made 10 milliard lire available.

This part of the general programme has been almost wholy carried out for, at December 31, 1961, purchases totalled 116,829 hectares for an expenditure of 9,804,993,000 lire. To these figures should be added a further 24,840 hectares, valued at 2,642,007,000 lire, purchased with capital supplied by the Southern Italy Development Fund and the A.S.F.D.

Since the law on mountainous regions came into force, the Forestry Board had purchased 141,669 hectares by December 31, 1961, expenditure being 12,447 million lire. The land concerned has been subjected to general improvement, extensive forests have been plan-

ted, pasture sown and various land reclamation and improvement projects executed.

* * *

State-owned forests and woodland, controlled by the Forestry Board, totalled 252,832 hectares at December 31, 1961, excluding those belonging to regions with special statutes.

The question of developing mountainous localities and territories is certainly one of the most important facing Italy at the present time. The necessary legislation has been drafted, as well as a series of proposals and financial grants that will help to start a more embracing policy that is far more ambitious than that of the past. Such a policy must give the correct importance to agriculture proper and coordination with the more fruitful artisan and tourist trades, since this is the only way to produce a balanced economic level and provide prosperity and social security for the local population.

The mountainous zones have their own natural productive capacity and since such regions have depended upon forestry and livestock breeding, they must return to this. This is the goal towards which the public authorities are directing their efforts and the task has been made a little less difficult by lower demographic pressure.

Undoubtedly, afforestation and livestock are the best means of achieving the economic objectives sought by the Government. When considering such policy it should not be forgotten that cereal crops in mountain areas produce low yields and entail high costs and there is always the unfavourable climate. Modern technology tends, where possible, towards the planting of trees that grow quickly and yield a large quantity of timber; breeding is no longer an expression of primitive farming but is now based on rational ideas that produce satisfactory incomes and incentives that promise economic progress and security. Nor should it be forgotten that a return to such types of farming will do much towards hydro-geological safeguards and help in the struggle against flooding and erosion.

Under the current law on the mountainous areas, over 15 million hectares have been classified in this category. Much of this area presents characteristics that will make reconversion an arduous task, particularly in localities where farming is still at a low ebb, where land ownership is confined to small strips, where the exodus of the population has had little effect on conditions and where farming is still tied to traditions of the past which place obstacles of every kind in the path of progress. In such areas, it is necessary to take into account local conditions and encourage development through the

creation of cooperative management, the only form that will enable any appreciable advance to be made on the land.

The idea of reducing cereal crops and returning to livestock breeding and forestry has been successfully experimented with over the past ten years. The future will witness a great many more schemes that will substantially widen the plans that are now being executed. No changes are likely to be made to the objectives already set but intervention will be a much more impressive scale because of the financial possibilities offered by the « Piano Verde » (Agricultural Development Scheme) plus normal allocations.

The question of reconversion involves numerous problems of varying importance. They include capital and costs, forage, irrigation, choice and selection of livestock, water supplies, roads, training of overseers, processing and transformation of product and penetration of markets. Increases in forage again lead to such tecnical questions as types of grass to be sown while the choice of livestock and subsequent breeding is related to the quantity and quality of available stock, the technical skill of local manpower, sales possibilities on markets, etc.

The amount of work already concluded testifies to the seriousness with which both public and private enterprise has tackled the problem. Stalls have been built for 208,000 head of cattle, 790 modern and rationally designed dairies, oil mills and wine canteens and cellars are in operation, 58,548 hectares of pastureland have been radically transformed and improved, 177,000 hectares have been cleared and irrigated and have reached a high productive level, 16,700 new aqueducts have been laid, 13,000 irrigation plants have been installed, 3,500 kilometres of power cable laid, 4,900 kilometres of farm roads constructed, 163,792 habitable rooms built in rural communities, more than 380,000 hectares of land have been planted with young trees, 17,624 hectares planted as orchards and 7,500,000 cubic metres of walling and terracing erected under a water control scheme.

The results of the past ten years, at a cost of more than 415 milliard lire, must be considered satisfactory. The greater funds to be available in the future as a result of the Agricultural Development Scheme and the new regulations that will be introduced following the proposals advanced during the Conference on the Rural Communities and Agriculture, will guarantee continuation of the present policy and a much wider form of intervention.

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RICE GROWING

Reduction of paddies, exports and industrial processing

Rice growing in Italy during the post-war period has undergone marked changes, beginning in 1956 with a reduction of paddies to 143, 412 hectares (against 173, 319 for the previous year). This figure dropped to 127,777 hectares in 1961. As a consequence, production of unmilled rice, estimated at 8,631,245 quintals in 1955, contracted to 6,500,000 quintals in 1956 and remained stable at about 7 millions quintals during the following years. This enabled existing stockpiles to be drawn upon and, at the beginning of the 1961-62 agricultural year, only 500,000 quintals remained. Added to the 6,850,000 quintals registered in 1961, the resulting figure proved sufficient for domestic consumption and exports. Now that large stockpiles have been eliminated, changing market conditions and an increase in demand are causing growers to plant larger areas. This has persuaded the « Ente Riso » (Rice Agency), which controls this particular branch of farming in Italy, to allow growers to decide for themselves the amount of ground they intend to plant in 1962.

Total yield of unmilled rice in 1961 was 6,850,000 quintals, grown on 127,777 hectares of paddies and thus giving an average of 53,61 quintals per hectare. The following table illustrates growing areas, area of paddies and yield.

LOCALITY	Area (hectares)	Yield (quintals)	Yield (per hectare)
Vercelli and Alessandria	55,532	2,947,000	53.07
Novara	18,254	1,092,000	59.82
Pavia	32,911	1,754,000	53.29
Milan	8,188	382,000	46,65
Other provinces of Lombardy	1,597	82,000	51.34
Venetia	2,866	127,000	44.31
Emilia and Central Italy	6,953	394,000	56.67
Southern and Insular Italy	1,476	72,000	48.78

The other rice-growing countries in Europe produce less than Italy, their figures being as follows: Spain — 3,334,000 quintals of unmilled rice; Portugal — 1,740,000 quintals; France — 1,430,000 quintals.

During 1960-61, exports totalled 3,203,072 quintals, divided as follows; rough rice — 24,334.6 quintals; semi-rough — 835,062 quintals; semi-milled — 824,598.6; milled — 1,426,165.4 quintals; broken — 92,911.4 quintals.

Between October 1, 1961 and January 31, 1962, exports amounted to 1,092, 528 quintals (rough — 100 quintals, semi-rough — 455,926 quintals, semi-milled — 15,000 quintals, milled — 592,708 quintals and broken — 28,795 quintals).

Countries importing rice from Italy are shown in the following table (the first column of figures, in quintals, refers to 1960-61. Those in brackets refer to the current year).

Algeria	1,604.36	—	Israel	1,307.57	(211)
Saudi Arabia	5,863	(4,818)	Yugoslavia	16,100.05	(434)
Austria	383,203.29	(112,355)	Lebanon	19,383.52	(74,964)
Belgium	12,602.64	(2,051)	Liberia	78,820.49	(4,598)
Bulgaria	107,250	—	Libya	78,820.18	(25,463)
Canada	88,506.08	(1,127)	Malta	1,730.88	(1,200)
Czechoslovakia	85,950	(101,900)	Norway	41,934.05	(25,100)
Cyprus	45,402.50	(7,050)	Holland	25,429.49	(10,153)
Denmark	47,814.08	(20,068)	Poland	199,516.18	(161,091)
Eritrea	2,770.35	(705)		13,779.60	(3,601)
Finland	149,044.33	(36,000)	Sierra Leone	6,863.19	—
France	25,859.09	(926)	Somalia	9,860.59	(16,772)
West Germany	153,277.81	(108,944)	South Africa	10,729.72	(3,973)
East Germany	47,190	(20,000)	Sweden	38,329.70	(7,716)
Jordan	—	(23,200)	Switzerland	278,792.42	(177,111)
Greece	30,180.70	—	Hungary	28,600	(42,000)
Indonesia	804,000	—	U.S.A.	1,405.90	(741)
Great Britain	337,215.78	(91,274)	Other nations	6,772.70	(1,765)
Ireland	17,161.26	(5,199)			

Prices are established during negotiations with foreign purchasers according to quantity, expenses, transportation and individual market conditions.

* * *

Generally speaking, rice growing in Italy has reached a stage where it can readily meet any conditions imposed under the common market. The mills are the only ones in Europe capable of handling large quantities, many years of experience have been gained through trade relations with other countries and large investments have been made in new plant.

The project drafted by the Executive Commission of the E.E.C., presuming that production within the Community (mainly that of Italy since France alone can meet domestic demands) will be sufficient for all needs, lays down that trade policy should be directed towards maintaining exchange with other countries, Madagascar in particular. The project also contemplates the institution of a Community market possessing the same characteristics as a normal domestic one, an increase in production, greater market stability and the

introduction of wider safeguards for growers, mill owners, trade and consumers.

At the present time there are 907 mills and processing plants in Italy, of which 718 operate on an industrial scale, while 199 are of a strictly agricultural nature. However, they have a working capacity of 112,000 quintals of unmilled rice every 24 hours. They are distributed as follows:

LOCALITY	Industrial	Agricultural	24 hr. Capacity (quintals)
Vercelli, Alessandria and Turin	152	69	37,493
Novara	99	39	15,163
Pavia	142	67	28,812
Milan	145	6	12,180
Other provinces of Lombardy	80	6	6,295
Venetia	66	—	5,982
Emilia and Central Italy	30	9	5,503
Southern and Insular Italy	4	3	635

There is reason to believe, however, that only 443 are operating at the moment (both industrial and agricultural), of which only 150 at full capacity, employing about 2,000 persons. Nevertheless, although many circumstances have changed with times, rice growing in this country still appears very strong and ready for expasion.

Growers themselves should be able to *pilot* the new trend of agricultural economy that will follow the widespread execution of the « Green Plan », an agricultural Bill that has already been approved and which should do much towards settling current farming problems in Italy.They should also be able to make a strong contribution towards general expansion of agriculture within the European Economic Community.

Growers are currently engaged in settling questions concerning maximum productivity. Apart from answers provided by analysis of the theory of development, it is urgent that rice be grown on a more industrial scale and that assistance be given directly by the Government and by the official Rice Agency so that minimum prices cover average production costs.

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ARCHAEOLOGICAL RESEARCH UNDER THE SEA

The work of the corvette "Daino"

On June 5, 1959, the Ministry of Defence and the Ministry of Public Instruction stipulated an agreement by virtue of which the Italian naval authorities placed the corvette « *Daino* » at the disposal of the latter department for a period of five months each year. The agreement stated that the corvette was to be used for archaeological excavation on the sea bed.

The « *Daino* », specially fitted, was then loaned to the « Experimental Archaeological Station » at Albenga which operates under the supervision of the International Research Institute of Liguria.

The programme drafted for the first year, mostly of an experimental nature, was executed in full. During the initial forty days, devoted to training and preparation, the corvette made a methodical exploration of several square kilometres of sea bed between the French border and Ventimiglia, concentrating on coordinating the operations of divers with the special sounding instruments aboard.

Some exploration on the derelict hull of a Roman vessel at Spargi was made on August 17/30 and, for the first time, it was possible to test a system for photographing and measuring an ancient vessel on the sea bottom. The apparatus concerned consisted of hundreds of tubes with universal joints that could be connected and disconnected with ease, permitting exact and rectangular measurement of area and depths and the photographing of a specified zone.

During the month of September, the corvette « Daino » transferred to Naples where the systematic exploration of a submerged city was begun. This was ancient Baia in the gulf of Pozzuoli. Once again for the first time, it was possible to obtain complete scientific data concerning a city that lies buried on the bottom of the sea.

The successive archaeological project for the year 1960 considerably widened the field of activities and searches were made of the sea bed near Gallinara Island, the Tuscan archipelago, Porto Baratti, Giannutri and Baia. The vessel permitted coordinated and accurate exploration of those areas held to be the most interesting, enabled archaeologists to obtain data on some hulks that have been lying on the sea bed for over a thousand years and greatly eased the task of recuperating a great deal of valuable pieces. Of particular importance was an experiment carried out by a group for the purpose of improving the joint task of man and machine in exploring

the sea bed. Soundings were made at a depths of 60 metres with the aid of an American echo sounder and divers.

The corvette has now completed its third year of archaeological research, which was a decisive one. Marked progress was made in exploration of the old Roman vessel at Albenga, one of the most important discoveries of its kind, which lies at a depths of 42 metres. In 1961, the « *Daino* » helped increase Italy's prestige by taking an active part in the 3rd. World Congress of Submarine Archaeology, held at Barcelona on September 1/7, 1961.

For three year now, officers and men, as well as a group of 14 divers, have been engaged in exploring the sea bed under the guidance of archaeologists. The crew is an excellent example of the collaboration that is possible between civilians and members of the Armed Forces. There are three divers belonging to the Italian Navy, three from the Corps of Carabinieri, three from the Public Security Corps and a varying number of civilians who participate in research as members of the « Experimental Archaeological Station ». This particular branch of activities is under the control of an expert while surface operations are the responsibility of the Experimental Station.

The Roman vessel at Albenga was discovered and initially explored in 1950 but no photographs or measurements could be taken. This task was successfully carried out by Quaglia and some expert divers who had embarked on the « Artiglio ». After twelve days of exhausting labours, they succeeded in recuperating more than 700 amphorae and other items which formed the first exhibits of the Roman naval museum at Albenga. Eleven years after this first attempt on the part of those pioneers, it has been possible to carry out a systematic programme of exploration.

By means of four fixed buoys in the zone of operations, the corvette lay at anchor for 47 days out of a total of 65 in the area. Working in groups, divers clocked a total of 1,500 hours of immersion, each man being under water for maximum periods of 25 minutes each.

The first phase of exploration consisted of erecting, on the sea bed, an enclosure composed of 202 squares 1.5 x 1.5 metres each, formed of non-flexible rods, for the purpose of obtaining photographs and facilitating successive montage. Each group of 16 squares was considered as an individual frame, thus forming a unit of underwater measurement that was far larger than anything used up to that time. Each of the frames so photographed permitted archaeologists to initially make a partial photomontage and, on the basis of this, calculate the exact scale, similar to the process used for maps.

This laborious task occupied the whole of the 1961 schedule but, in the end, it gave an exact picture of the condition and measurements of the vessel, which sank with a full cargo. It is approximately 40 metres long and 12 metres wide. It has been ascertained that it was proceeding from north-west to south-east and, upon sinking, inclined but slightly to one side. In spite of the fact that the « Artiglio » recuperated several hundred amphorae in 1950, the cargo appears almost intact and, according to photographs, it appears that it must have been carrying something like ten thousand of these amphorae, certainly the maximum tonnage for a vessel of that period. Fortunately, it has come to rest on a flat part of the sea bed and, protected by mud, has remained intact.

The 1961 programme was characterized by some preliminary observations and research. No attempt has been made at salvage for this is to be done at a later date when the hull has been hauled clear of the mud and wreckage and further exploration is possible.

One of the highlights of the past year was the congress held in Spain when it was possible to offer representatives of the nine nations taking part an example of perfect cooperation and collaboration between civilians and members of the Armed Forces and excellent organization.

The operations of the corvette « Daino » and Italian divers in Spanish waters were purely demonstrative. Exploration and research took place at various points along the Catalan coast, Tarragona, Blanes, Estartit, Ampurias and Rosas. Demonstrations took place in the presence of a large public and numbers of scientists and archaeologists and Spanish divers of the C.R.I.S. joined the Italians under the guidance of Professor Lamboglia and his scientific assistants.

The corvette « Daino » and the plans of the « Experimental Archaeological Station » have both contributed towards making Italy a leading nation in this special type of underwater exploration. This lead will be held in the forthcoming years since current plans include modifications to schemes and projects and the purchase of still more modern equipment.

ITALIAN LINES

ITALIA

North and South America - Central America North and South Pacific

LLOYD TRIESTINO

Asia - Africa Australia

ADRIATICA

Egypt Israel - Lebanon - Syria - Cyprus - Turkey Black Sea - Greece

TIRRENIA

Libya - Tunis - Sicily - Sardinia - Corsica - Malta - Marseilles
Spain - Northern Europe

NAVAL DEMOLITION AND ASSAULT TEAMS

The high level of naval training

It was during the first world war that the Italian Navy began to use what may be considered the prototypes of those assault weapons that were employed later. Among early Italian designs were the « Grillo », a specially built power boat with tracks that enabled it to pass over anti-submarine nets, and the « Mignatta », an underwater, guided missile which sunk the Austrian cruiser « *Viribus Unitis* ». But it was only in 1935 that the Italian naval authorities created a vast and complex organization for experiments that were carried out in the greatest secrecy.

The assault teams generally used the following:

— *human torpedoes* which were guided by two men who were equipped with special respirators and who were compelled to remain in the water for many hours and under the most exhausting conditions. Having penetrated an enemy port, the torpedo was guided towards the target and the war head was attached to the hull of the enemy vessel. When possible, the crew endeavoured to get clear of the danger area by hanging on to the remaining part of the torpedo. Commonly known as « *pigs* » these human torpedoes were the protagonists of many famous raids;

— *motor boats filled with explosive*, with a crew of one. These were used in surface attacks and, having cleared the port defences, were pointed in the direction of the target. The pilot was supposed to throw himself in the water just prior to the explosion, his destiny being in the hands of the enemy or local weather conditions;

— *limpet mines* that were towed by specially equipped teams and attached to the hulls of enemy vessels. These were used in attacks against Suda, Alexandria and Gibraltar.

The assault teams were not formed of volunteers with particular ability but were the result of long and methodical training. This is evident in the many missions carried out during the course of the last war, the heavy defences that had to be manned and the 250,000 tons of shipping sunk or damaged.

Among the many attacks which made history during the second world war, the following are perhaps the best known:

March 1941 — *an attack against Suda* with small surface vessels. This plan was patiently delayed until weather conditions were favourable and concluded with the sinking of the cruiser « York » and a tanker.

September 1941 — *an attack on Gibraltar.* — This attack revealed great accuracy in planning and some excellent intelligence work (the submarine « Scire » received details of the situation at Gilbratar from naval headquarters in Rome just before submerging and the despatch was less than 12 hours old. The crew of the submarine also demonstrated great ability, taking the vessel down to the bed of the harbour three times without being discovered. More than 22,000 tons of shipping were destroyed as a result of this attack.

December 1941 — *attack on Alexandria.* This was a very well-planned attack. It success is obvious from the words of the British Prime Minister who told the House of Commons: « *At dawn December 19, half a dozen Italians were captured as they were swimming inside the port of Alexandria, Egypt, in waters that are protected by nets and other defences and in which depths charges are exploded every few minutes. In spite of this, those men succeeded in entering the port. Limpet mines were attached to the keels of the « Valiant » and the « Queen Elizabeth » which has considerable damaged both vessels and put them out of commission for several months. This means that, in the Mediterranean as well, we have no more battleships* ». A large tanker was also damaged during this attack.

Numerous missions were carried out against Haifa, others against Gibraltar in July, September and December 1942 and against Marsina, Alexandria and Algiers.

The present demolition and assault teams of the Italian Navy are worthy of the great traditions of the past.

Frogmen are skilled personnel who attend special training courses and who carry out various underwater tasks for which they are equipped with special respirators. Recruiting is by means of competitive entry and all ranks may apply as long as they are able to meet physical standards. The course, which is held at a special Underwater Training School, lasts 4/5 months and is divided into two parts. The first is mostly concerned with helping recruits to accustom themselves to this special type of work and final selection, while the second part consists of training proper. Trainees may withdraw at any time, in which case they are returned to their original unit. During the course, all types of respirators and aqualungs

are supplied by the Navy (oxygen and mixed) in order to reach maximum depths and submersion (1).

Practical training is accompanied by theory covering all questions dealing with underwater operations in general and the tasks of naval frogmen. The course covers: physiopathology, the physics of diving, materials used, technicalities of diving, the employment of frogmen in war, explosives, mines and chemical weapons, elementary navigation and general seamanship.

Trainees who successfully pass final examinations are issued with a frogman's badge which is held as long as they are physically fit.

Members of assault and demolition teams are trained to carry out operations planned by the Minesweeping and Coastal Defence Service (S.D.A.I.) of the Italian Navy, meaning that they are used for the removal and destruction of most types of explosives. The Service itself is divided into two sections, one for naval operations, the other for land operations. When assigned to naval units, the teams are part of the normal crew. A special group is attached to the « Underwater Assault Force » of the Italian Navy and is at the disposal of the naval authorities in all emergencies and under all conditions.

Trained frogmen are easily employed in civilian life. After the thorough training received during service with the Navy, they find no difficulty in obtaining employment with port authorities and salvage companies. The badge which is issued is fully recognized by the Ministry for the Mercantile Marine and holders are registered. Furthermore, service with the demolition and assault teams is counted as sea service and is so entered in the log books of ships' crews.

Assault squads are formed from highly trained men and are a special branch of the Naval Corp which consists almost exclusively of young volunteers. Courses concentrate on invading and landing on enemy shores, missions that are carried out by small groups of men. With surprise attacks, they are responsible for causing maximum damage to installations and are only lightly armed.

Recruits for this branch are drawn from Italian citizens between the ages of 18 and 20 years, who have reached secondary school level and who are in possession of the required physical requisites. Candidates are required to sit for a competitive examination.

In view of the particular task for which they will eventually be used, volunteers for assault teams must be trained in some technical subject. To this end, and prior to beginning assault training, they

(1) See also: *Training Underwater Demolition Teams*, Vol. III — May-June 1959, pp. 2615-2616.

attend courses in one of the following subjects (seamanship, armourer, radio-telegraphist, motorman, diver).

Successively, recruits are drafted to battle training courses held by the « *Tesco Tesei Underwater Assault School* ». These last nine months and are divided into four phases. The first three cover land, sea and amphibious operations while the fourth concerns the planning and preparation of operations in all three sectors.

Upon arrival at the battle training school, candidates undergo a very severe medical examination which reveals their resistance under water, their general physical condition and their reactions.Because of the particular types of operations that they may have to carry out, trainees are subjected to severe discipline and a great deal of physical training.

Theoretical training includes: general seamanship, maps and charts, diving, elementry medicine and first aid, principles of explosives and mines, operational planning. At the end of the couse, trainees are transferred to assault groups belonging to the different naval commands.

After a few months with more experienced men and further training (rock climbing, marksmanship, sabotage, etc.) the new recruit is well able to carry out any task within the field in which he has been trained. At a later date, he may take a course in physical training or administrative duties since this will enable him to continue his military service even though no longer fit for assault operations.

THE CYCLE AND MOTORCYCLE INDUSTRY

Production Trends and Exports

The Italian cycle and motorcycle industry consists of 68 plants which provide employment for approximately 20,000 persons. There are a further 131 small and medium companies manufacturing components and accessories.

As Table 1 shows, *production* has expanded over the past few years although it has not been as marked as that registered in other branches of the mechanical industries, motor vehicles in particular.

Table I. - Cycle and Motorcycle Industry.
Production 1957-1961.

PRODUCT		1957	1958	1959	1960	1961
Cycles	No.	380,000	400,000	600,000	650,000	780,000
Components and Accessories	Q.	120,000	120,000	165,000	170,000	175,000
Motorcycles and Combinations over 125 cc.	No.	240,000	220,000	249,000	247,000	221,700
Commercial Models over 125 cc.	No.	32,000	35,000	34,500	43,500	51,500
Lightweight motorcycles, Scooters and Commercial Models up to 125 cc.	No.	165,000	200,000	206,000	245,800	255,800
Powered cycles up to 50 cc.	No.	170,000	160,000	140,000	138,000	160,000
Components and Accessories	Q.	180,000	180,000	355,000	360,000	360,000

Q. = Quintal (1 quintal = 220.46 lbs.).

During 1961, production of cycles and motorcycles was much heavier than during the preceding year, except in the case of motorcycles of 125 cc. and over which dropped by 10.2%.

The recovery was particularly marked in the case of cycles, production of which was 20% higher than in 1961. These were followed by motor tricycles for commercial use with a rise of 18.4%, cycles with micro-motors (16%) and lightweight motorcycles and scooters up to 125 cc. (4.1%).

There has been a distinct rise in the demand for cycles with micro-motors. Production totalled 170,000 units in 1957 but dropped gradually to 138,000 in 1960, to rise sharply to 160,000 units in 1961.

Value of production in 1961 was estimated at 120 milliard lire, this being an increase of 7% over 1960 (112 milliard lire).

Table II gives comparative figures relating to the potential of the Italian and E.C.M. industries and shows that production in this coun-

try is far above the figures registered in France and West Germany, although low-powered models are below the level of these two States.

Table II. - Motor-cycle Production in E.C.M. States.
1961

STATE	Over 50 cc.	Up to 50 cc.
Italy	529,000	160,000
France	19,813	1,075,001
West Germany	63,702	316,802

Sales of motorcycles on the domestic market have dropped by 5.8% but there has been a considerable rise in the purchase of cycles fitted with micro-motors.

Table III. - Licenses Issued in 1960 and 1961.

TYPE	1960 No.	1961 No.	% Variation
Motorcycles over 200 cc.			
Motorcycles from 125 to 200 cc.	3,776	5,295	+ 40
Motorcycles up to 125 cc.	105,113	109,334	+ 4
Lightweight motortricycles	198,285	169,079	— 14.7
Heavyweight motortricycles	31,725	34,607	+ 9.1
	2,497	3,255	+ 30
Total	341,396	321,570	— 5.8
Up to 50 cc.	61,923	95,762	+ 55

Variations in sales may be explained by the fact that Italians are purchasing lightweight motor cars which have reached prices that make them available to all social levels of the population as a result of an increase in national income and consequent major prosperity.

Table IV. - No. of Licenses Motorcycles and Scooters 1957 to 1961.

TYPE	1957	1958	1959	1960	(approx.) 1961
Motorcycles over 125 cc.	605,375	705,000	806,582	874,811	960,000
Motor tricycles over 125 cc.	110,005	135,000	155,527	181,951	210,000
Lightweight motorcycles and scooters up to 125 cc.	1,546,809	1,680,000	1,735,000	1,800,930	1,930,000
Lighweight motortricycles up to 125 cc.	43,314	44,000	33,666	29,007	25,000
Cycles with micro-motors up to 125 cc.	904,535	1,000,000	1,024,697	1,030,084	1,105,000
Total	3,210,858	3,564,000	3,755,849	3,916,783	4,230,000

Table V. - Exports of Cycles and Motorcycles in 1960-1961. Chief Importing Countries.

TYPE OF VEHICLES AND CHIEF MARKETS	1960		1961	
	Quantity	Value (millions)	Quantity	Value (millions)
Cycles ..... No.	95,668	1,418	111,281	1,548
of which:				
U.S.A.	37,158	617	52,870	779
Venezuela	18,963	175	14,479	166
Micro-motors ..... No.	24,726	1,496	26,711	1,443
of which:				
Switzerland	—	—	10,908	488
Low Countries	6,028	358	4,407	263
France	—	—	2,450	156
Components for micro-motors . No.	25,974	541	13,190	310
of which:				
Finland	12,139	267	5,050	111
Components and spares for cycles and micro-motors ..... Tons.	3,893	2,917	4,502	3,301
of which:				
West Germany.....	529	287	1,117	559
United Kingdom	194	347	191	385
Loaw Countries	421	261	341	227
Invalid Chairs with or without means of propulsion ..... Tons.	41	42	13	10
Motorcycles and scooters ..... No.	156,397	18,043	152,502	17,664
of which:				
U.S.A.	15,970	1,755	16,185	2,125
United Kingdom	55,392	6,224	34,627	3,456
Switzerland	13,316	1,181	10,155	1,069
Singapore	—	—	8,139	1,066
Argentina	—	—	4,481	572
Engines for same ..... No.	46,601	1,555	47,114	1,337
of which:				
West Germany.....	20,478	740	8,938	329
France	—	—	15,082	296
Belgium-Luxembourg	11,377	435	8,900	327
Components and spares for motor-cycles and micro-motors . Tons.	9,028	9,446	8,323	8,814
of which:				
West Germany.....	1,870	1,735	1,211	1,218
Low Countries	1,124	750	1,277	860
United Kingdom	1,390	1,494	518	611
India	553	744	863	968
Total .... Lire		35,458		34,427

Yet another motive that has caused a restriction in sales is undoubtedly the severe Highway Code which came into force in 1960 and which requires that persons possessing motorcycles must hold licenses. In fact, the reduction in the sales of motorcycles has been counterbalanced by a rise in the demand for cycles fitted with micro-motors for which no licenses are required.

Table V, in conclusion, provides details concerning quantities and value of Italian exports or cycles and motorcycles in 1960 and 1961, with particulars as to the chief importing countries. As will be seen, exports in 1961 were slightly lower than those recorded for the preceding year and represent more than 30% of total output.

As far as cycles are concerned, the United States is the most important market (52,870 tons), Switzerland imports 10,908 tons of cycles with micro-motors while 1,117 tons of components and accessories for cycles and micro-motors are exported to Germany. The United Kingdom last year imported 34,627 tons of motorcycles and scooters, Holland imported 1,277 tons of components for motorcycles and engines, followed by West Germany with 1,211 tons.

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THE CLOTHING INDUSTRY

Production. Trade and Artisanship

It is generally estimated that the Italian clothing industry raised its production by 20-25% in 1961, even reaching 30% in certain isolated branches, thus repeating what had occurred in 1959-60. Statistical data furnished by the Italian Industrial Clothing Association reveals that, in 1960, production had surpassed 2 million men's suits, had almost reached 2 million costumes and tailored suits for women, 850,000 overcoats for men, 600,000 overcoats for women while the figure for raincoats was 3.4 million.

Industrial production of ready-made clothing covers a large variety of manufactured goods, some of the most important being shirts for men, lingerie, corsets, ties, etc.

The success enjoyed by the clothing industry in the past few years points to the fact that Italians are gradually turning from the artisan to large industry. The outlook for ready-made clothing is extremely rosy at the moment and progress will certainly mean that past averages for production will be easily beaten.

Table I. - Clothing Industry - Production.

ARTICLE	1958	1959	1960
Men's Suits	1,248,701	1,667,223	2,110,214
Men's Overcoats	685,302	823,459	845,411
Men's Raincoats	1,115,726	1,541,863	2,258,037
Women's Costumes and Suits	983,338	1,510,123	1,903,374
Women's Coats	506,530	550,888	585,013
Women's Raincoats	492,179	852,277	1,142,431
Men's Shirts	8,161,998	10,357,398	12,994,457
Women's Petticoats	3,685,637	4,151,904	5,273,892
Women's Underwear	3,497,289	4,201,159	5,545,232
Women's Pyjamas and Nightdresses	1,426,365	1,338,204	1,549,483
Corsets, Belts, etc.	845,855	1,020,258	2,544,919
Brasseries	2,847,784	3,507,776	2,706,339
Ties	6,691,476	9,860,964	10,422,156

Such a forecast also results from comparison with production in other countries. In the German Federal Republic, for example, about 7 million men's suits were manufactured in 1961 while shirts totalled 70 million against 13 million in Italy.

Apart from the fact that Italians are beginning to look to big industry for clothing and are deserting the strictly artisan trades, the

clothing industry is likely to expand as a result of the increase in national income. To date, expenditure on clothing and personal items has remained more or less stationary, in spite of the rise in per capita incomes and this still remained apparent in 1961 when it accounted for about 10% of private consumption, calculated by the Ministry of the Budget at 13,000 milliard lire of the 21,000 milliard lire national income. However, any expansion of the industry will only take place to any extent if there is a constant and penetrating *sales promotion* campaign to persuade the consumer to spend more money on clothing and less on other forms of consumer items.

Yet another factor that will have a great deal of influence on the growth of the industry is the distribution system. Technicians and experts in this field are of the opinion that a modern and efficient retail business must have a minimum area of 1,000 square metres, since this is the minimum space in which it is possible to provide the public with a sufficient range of ready-made clothing of different sizes, colours and styles. They observe that this is the only way to guarantee the buyer a wide choice and demonstrate the possibilities of the clothing industry.

* * *

During 1961, the industry once confirmed past successes and obtained further primates abroad. Total exports of ready-made clothing increased to 36.5 milliard lire against 23.6 milliard lire in 1960. Men's overcoats and similar increased from 3.5 to 4.2 milliard lire, men's and boy's raincoats from 1.5 to 4.6 milliard lire, women's and girls'

Table II. - Exports and Imports of Ready-made Clothing
(in thousands of lire)

ITEM	Imports		Exports	
	1960	1961	1960	1961
Men's and Boys' Overcoats and similar	282,691	344,235	3,475,505	4,246,879
Men's and Boys' Raincoats	225,007	408,988	1,460,122	4,585,840
Women's and Girls' Overcoats and similar	419,043	588,408	4,942,556	7,347,001
Women's and Girls' Raincoats	25,193	47,812	733,449	4,197,557
Men's and Boys' Underwear	32,680	58,738	474,377	578,529
Women's, Girls' and Children's Underwear	68,734	66,103	473,585	844,742
Men's and Boys' Swimming Trunks, Shorts and Pants	15,837	11,233	42,571	84,375
Women's, Girls' and Children's Swimming Costumes, Shorts and Panties	211,157	118,454	508,352	549,785
Corsets, Belts, Brasseries	1,311,229	1,581,826	127,623	90,014
Handkerchiefs	137,290	213,973	982,393	1,079,727
Scarves, Shawls, Foulards	373,634	401,993	9,012,991	11,404,696
Ties	18,637	27,584	1,449,640	1,468,448
	3,121,132	3,869,347	23,683,164	36,477,593

overcoats from 4.9 to 7.3 milliard lire, raincoats from 733 million to 4.2 milliard lire. Equally satisfactory results, although of a minor order, were achieved in exports of men's and women's underwear. During the year in question, exports of handkerchiefs were valued at more than one milliard lire, ties reached 1.5 milliard while scarves, shawls and foulards rose from 9 to 11.4 milliard lire.

The clothing industry at the present time consists of 1,300 plants of which many are of small and medium size and potentiality. The changing tastes of the Italian people call for drastic modernization, which is indeed taking place, and are an encouragement towards reaching higher productivity and quality.

Artisan Production

When dealing with the clothing industry it is important not to forget the many artisan branches concerned with it.

The 1951 census revealed that there are about 107,656 artisan enterprises connected with the industry but, according to a survey made by the provincial authorities on December 31, 1961, this figure has risen by about one third so that the total must now be in the reason of 150,000.

On an average about two persons are engaged in each enterprise plus, of course, the proprietor. These generally produce about three or four suits per week and, excluding holidays and the " low season ", when sales drop sharply, they work regularly about 35 weeks per year.

On the basis of such information, which is only approximate because of the manner in which the artisan trades vary and the size of each little enterprise, output may be estimated as follows:

150,000 enterprises at 4 suits per week = 60,000 suits.

600,000 suits weekly for 35 weeks = 21,000,000 suits per year.

These are an all-round figures and include men's suits and women's clothing. As far as other categories are concerned — fur coats, lingerie, gloves, ties, etc. — no calculations are possible because there is an almost complete lack of data on which to base them.

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ALL BANKING OPERATIONS AND SERVICES

INLAND WATERWAYS

The Italian canal system. Legislation and Regulations and future prospects

The institution and development of cargo services along the canals between Venice and Mantua and Pontelagoscuro and Cremona have lately attracted the attention of suppliers to the possibilities offered by inland navigation. They have been particularly attracted towards the prospect of carrying petroleum and heavy freight and this, in turn, has excited the interest of the general public which, apart from a few trips in small vessels and motor boats at Venice or crossing the lakes in the north, was generally unaware that *it is possible to use rivers and canals for freight transport*, although other nations of central and western Europe, America and Russia have used this method for many years.

The physical characteristics and economic conditions likely to permit the growth of a modern network of canals, natural or artificially, exist only in the region that lies between the Alpine arc, the Adriatic sea and the northern slopes of the Apennines.

Apart from the two principal rivers, the Po and the Adige, there are several natural and artificial water courses, including some of a certain importance in Venetia, and the streams running down from the lakes of the pre-Alps.

Important water courses existing in other regions, Tuscany in particular, include the Navicelli Canal which connects the inland port of Pisa to Leghorn, the Viareggio-Vecchiano-Lake Massaciuccoli Canal and the Orbetello Canal.

There is not sufficient space to give the history of inland navigation in Italy. At certain periods, it reached a high level and was considered to be one of the finest services in Europe. This report, however, must necessarily be limited to the present consistency of the network which, following wholesale reconstruction and repair of the damage caused by the second world war, offers excellent prospects for the future in spite of many problems that still have to be settled.

Rivers and navigable canals in northern Italy have a total length of about 2,000 kilometres, while the lakes add a further 428 kilometres.

The routes that are followed, because of their characteristics and the regions served, mean that a profitable system can be planned an intercontinental network successfully operated. The chief would

and an intercontinental network successfully operated. The chief would be:

a) the Venetian coast, with various branch canals;

b) the Brondolo-Po canal joining the Venetian lagoon and the principal Italian rivers;

c) the River Po from its mouth to Cremona and, after the construction of the barrage at Isola Serafini, to Piacenza. Some of the river's tributaries, the Mincio in particular, can also be used;

d) the Ferrara canal system which joins the Migliarino-Ostellato canal to connect the city with Porto Garibaldi on the Adriatic Sea;

e) the canals around Padua;

f) canals in the Milan area.

Work of no great importance is needed to join the various canals and water courses mentioned above and the subsequent network, although of considerable importance because of its length and its substantial contribution to national economy, would be of vital interest to many regions. When certain fundamental schemes have been executed, inland navigation can be organized according to modern and efficient principles and canal traffic will be able to serve the chief industrial, agricultural and commercial cities and towns situated within the extensive area brodered by the waterways.

A first stage in development calls for the completion of the following projects:

a) construction of a canal from Milan to Cremona;

b) efficient water control along that part of the Po between the mouth of the Mincio and the mouth of the Adda;

c) construction of the Migliarino-Ostellato-Porto Garibaldi canal;

d) a canal joining Lake Garda and the lakes of Mantua;

e) a direct canal between Venice and Padua;

f) systemization of the Venetian coastal area from Venice to Monfalcone.

If such an initial stage can be completed, northern Italy would have a canal system stretching from Milan to the sea, capable of being used by vessels carrying up to 1,350 tons and having two outlets to the sea, one at Porto Garibaldi (through the Ferrara canals) and the second at Venice (through the canals that run from Taglio di Po to the lagoon).

The whole of the Po network is likely to assume a role of fundamental importance because of the proposed Lucerne-Venice canal which will permit freight to be carried between Switzerland and Italy. Two projects have already been drafted and it is hoped that they will be executed in the not too distant future. The first has been termed the « southern project » and, taking advantage of what has been knowingly called the « centre of gravity » of the whole system (the Milan-Cremona canal) will connect Milan to Lake Maggiore. The second, known as the " foot of the mountain " project, will utilize the Tartaro Canal Bianco to join the lakes and industrial towns of Bergamo, Brescia and Sesto San Giovanni and the Adriatic sea.

Examining the present situation of the canals now being used, it is important to stress the fact that some urgent work must be done in order to remove certain obstacles that are hindering water transport and its future growth.

This work includes: completion of schemes that are directed towards doing away with some of the sharp curves along the course of the Po; the removal of pontoon bridges along the river; modifications to some of the road and rail bridges at Taglio di Po and on the Nuovo Canale, that is, the waterway connecting the Po to the Venice lagoon which is also threatened by bradyseism.

Another important question is the removal of sand banks that form at the mouth of the Po.

The eventual construction of a dam and the making of the mouth of the Po into a temporary port might well settle the problem and open the inland navigation system to sea traffic and tramping.

* * *

The present density of cargo traffic on inland waterways is set out in Table 1 which gives data relative to the period 1953-1960.

There is still a long way to go before the 1938 level is reached. During that year, more than 4 million tons of freight were carried but, nevertheless, there are signs of a slow recovery that is to be encouraged for it has taken place without any special assistance being given.

Some time ago, the Government prepared a draft Bill foreseeing various forms of aid and assistance for all new projects covering the construction of lighters and small vessels and the modernization of those already in use. It also contemplated assistance in improving port facilities, installation of cranes and the construction of warehouses.

As observed earlier, inland water traffic still suffers from the influence of different situations and factors that prejudice any real de-

velopment. However, since 1954 a fair amount has been done in the way of maintenance and improments to services.

Table I. - Inland Water Transport System *(a)*

YEAR	Length		Craft						Cargo Carried (1,000 tons)
	Rivers	Canals	Towed		Self-propelled		Tugs		
			No.	Tonnage	No.	Tonnage	No.	H.P.	
1953.....	1,187	986	1,250	103,687	293	30,311	72	6,347	1,778
1954.....	1,187	986	1,266	103,174	319	32,090	73	6,036	2,185
1955.....	1,095	1,041	1,157	96,068	287	34,195	80	6,223	2,196
1956.....	1,095	1,045	1,213	100,608	406	41,582	83	6,506	2,023
1957.....	1,085	1,042	1,726	101,796	426	42,685	85	6,727	2,107
1958.....	1,098	1,051	1,841	101,122	470	45,110	91	6,616	2,252
1959.....	1,096	989	1,888	99,961	520	47,345	96	6,982	2,567
1960.....	1,096	900	1,902	104,150	536	47,427	99	7,140	2,450

(a) Operated by private enterprise under State supervisions.
Source: Ministry of Transport.

The lake fleet, operated directly by the public authorities, has been completely renewed and some important craft have been brought into service. A dominant factor of the present recovery is the institution of regular services between Venice, Mantua and Ferrara. The vessels now operating are of a tonnage that is very near the European average (1,350 gross tons) and this points to the fact that private enterprise is confident that inland navigation in the Po area has a real future.

A courageous attempt was made in 1954 with one or two tankers of 500 tons for the transport of about, 25,000 tons of crude oil. The idea has grown and there is now a real fleet operating on the Po, all tankers being about 1,000 gross tons. During 1960, this fleet carried more than half a million tons of crude oil from Venice to Mantua.

* * *

Inland water transport depends greatly upon licenses issued by the Ministry of Transport (Civil Transport Contracts Department) or authorization also given by this same office. When the person making request for such authorization is also the proprietor of the vessel concerned, the only formal act he is required to do is to enter the vessel in a special register and provide evidence that the crew are in possession of the necessary certificates denoting their qualifications.

Matters relative to inland waterways are mostly dealt with in the Navigation Code approved under Royal Decree No. 327, March 30, 1942 which gave a much more organic appearance to regulations that had been approved earlier but which were somewhat fragmentary. Private aspects came under the abrogated Trading Code of 1882 while public operations fell within the dictates or Royal Decree No. 959, July 11, 1913 and the relative regulations approved under the Royal Decree of November 17, 1913.

Table II. - Freight Traffic on Italian Inland Waterways in 1960

Canals and Rivers	Ports	Tonnage	Canals and Rivers	Ports	Tonnage
Milan Waterways			*Padua Waterways*		
	Bernate	107,140		Monselice	52,917
	Cuggiano	621,390		Pontelongo	11,110
	Milan Porta Ticinese	732,330		Mezzavia	18,410
	Various	3,800		Limena	26,800
		1,464,660		Padua	64,300
				Dolo	6,578
				Mira	610
River Ticino	Various	179,200		Marano	9,495
					190,220
River Adda	Various	21,000			
River Oglio	Various	18,792	*Lower Polesine*		
				Adria	11,708
River Mincio	Mantua	634,858		Cavarzere	26,812
					38,520
River Po	Casalmaggiore	19,600			
	Cremona	38,200	*Venice Lagoon*	Marghera	608,928
	Piacenza	19,100			
	Isola Pescaroli	19,650			
	Polesine Parmense	49,300	*River Sile*		
	Brescello	7,510		Casier	113,713
	Boretto	9,702		Silea	54,923
	Ostiglia	1,479			
	Pontelagoscuro	43,791			168,636
	Bottrighe	6,820			
	Cavanella Po	1,022	*Venetian Coast*	Portogruaro	25,891
	Porto Tolle	1,480			
	Cà Venier	612			
	Various	75,300	*Tuscan Waterways*		
			Navicelli Canal	Pisa Dock C. U.S.A.	55,000
		293,566		S. Gobain & SETAF	21,835
Ferrara Waterways	Ferrara S. Paolo	7,417	Vecchiano-Viareggio Canal	Becchetto	44,136
	Codigoro	4,480		Varignani	33,060
	Comacchio	11,540		Rail Docks	79,130
	Various	241,333		S. Rocchino	129,810
		264,770			362,971

The Navigation Code, which covers deep sea, inland and air navigation, was more or less applied to inland waterways when executive regulations were approved under Presidential Decree No. 631 of June 28, 1949.

The Code, which contains regulations common to both deep sea and inland navigation, plus special rulings for each, is divided into four sections. The first deals with ocean and inland navigation, the second with air navigation, the third contains penal offences and disciplinary norms while the fourth consists of transitory rules.

The first section is subdivided into four parts of which the first (administration structure of navigation) and the second (ownership and fitting of vessels) are chiefly enforced by the Ministry of Transport (Traffic Department). The third part (obligations for masters and proprietors) and the fourth (legal procedure) contain principles of private law).

Other legislative rulings of considerable importance are contained in the Royal Decree No. 813 of May 9, 1932 and the Ministerial Decree of January 31, 1933 concerning the use of motor boats and self-propelled craft by private persons.

There are also various other regulations that have been issued for the purpose of executing the Navigation Code and which have been employed by the Traffic Department of the Ministry of Transport as a means of placing inland navigation on an organized basis. Several decrees deal with the chartering of craft, ferry services, crews, physical standards, examinations for pilots, etc.

Management of inland waterways is in the hands of the Ministry of Transport (Civil Transport Contracts Department). The main office of this department is responsible for the control of the general structure in execution of the norms contained in the Code of Navi-

Table III. - Lake Services Under Contract *(a)*

YEAR	Length Km.	Craft No. *(a)*	Total Km.	Passengers		Cargo Tons/Km.	Receipts (million lire)
				No.	Pass/Km.		
				(thousands)			
1953.....	338	56	1,096,059	4,200	45,000	3,315.5	599.9
1954.....	346	60	1,131,984	4,500	44,900	4,015.0	649.3
1955.....	342	60	1,165,538	4,800	47,700	3,369.9	709.4
1956.....	376	66	1,219,328	4,491	39,091	2,843.0	755.2
1957.....	386	71	1,272,329	4,867	49,336	3,443.1	803.8
1958.....	400	66	1,261,895	4,678	50,188	2,645.7	841.9
1959.....	402	82	1,301,954	4,486	53,090	2,873.0	942.0
1960.....	428	77	1,467,599	5,251	54,355	3,245.8	1,097.1

(a) Lakes: Maggiore, Como, d'Iseo, Garda and Trasimenus.
Source: Ministry of Transport.

gation and is also interested in encouraging the growth of traffic over inland waterways as a further contribution to domestic economy. It issues licenses for the transportation of persons, supervises the wages

and salaries and labour agreements of personnel employed by companies operating under contract and controls the technical aspects, traffic and all matters relative to safety.

Branch offices have authority over what are termed " zones ", offices instituted in ports and localities of major importance, personnel belonging to the port authorities and pilots. The following Port Inspectors Departments are in operation: Ports of Verbania-Intra, Como, Pavia, Milan, Cremona, Lovere and Desenzano, all dependent upon the Lombardy Port Inspectorate; Ports of Mantua (including Governolo Pilots Authority), Ferrara, Padua, Rovigo, Venice and Portogruaro, all dependent upon the Venetia Port Inspectorate;

Florence and Port of Pisa, dependent upon the Tuscan Port Inspectorate.

Table IV. - Venetian Lagoon Service Under Contract

YEAR	Length (Km.)		Craft		Total Km.	Passenger Carried		Receipts (million lire)
	Urban	Non-Urban	Ferry-boats	Motor Boats		No.	Pass/Km.	
						(thousands)		
1953.....	85	44	—	101	1,965,777	49,761	158,359	1,671.2
1954.....	85	39	2	124	2,082,417	53,602	168,085	1,873.5
1955.....	85	39	2	97	2,183,768	58,079	183,554	2,039.8
1956.....	87	41	2	96	2,364,243	61,080	194,148	2,171.4
1957.....	87	41	2	96	2,418,274	62,518	206,095	2,320.2
1958.....	87	41	2	96	2,471,105	61,993	210,220	2,308.9
1959.....	87	41	2	94	2,584,345	64,232	212,756	2,378.0
1960.....	87	41	2	95	2,768,107	65,476	212,140	—(1)

(a) Incomplete data not given.
Source: Ministry of Transport.

One of the most important tasks attributed to the branch offices concerns the control of tonnage, inspection of craft, the issuing of licenses to proprietors of motor boats and other self-propelled craft or persons whom they may employ on same, examination of crews and the issuing of a license to those who successfully pass examinations held at the said branch offices. They also deal with contracts for the transport of passengers and goods, authorize the occupation and use of ground, premises and installations in the locality of the port, maintain a register of self-propelled and other craft and issue the necessary documents and a list of enterprises authorized to build craft for inland navigation.

The Port Inspectorates are responsible for executing all laws and regulations pertaining to inland navigation in the zones within their competence.

The chief laws and regulations refer to: observance of traffic regulations, supervision and control of the use of installations and premises with the locality of the port, general discipline within the port area, the issuing of licenses to persons operating in the ports, registration of personnel employed in the port and the issuing of a special identity card, registration of craft, including those in course of construction, used for inland water traffic, barges, etc. and the issuing of a relative license. The Port Inspectorates also have disciplinary powers over crews and the judicial police.

The consultive body of the inland waterways authorities is known as the " *Senior Commission for Inland Navigation* " which was brought into being under Article 1272 of the Navigation Code. Decree C.P.S., August 23, 1946 governs its composition and attributes.

The opinion of the Commission is required in matters listed from paragraphs *a*) to *l*) of Article 3 of the Decree, particularly in relation to questions of coordination with other transport systems, technical regulations for inland navigation, contracts and licenses for certain specific services over which the opinion of the Senior Committee for Public Works is sought, types of craft and tugs suitables to public transport of persons and goods, minimum and maximum charges and all other matters which may be considered opportune by the Minister of Transport.

THE FISHING INDUSTRY

Composition of the Fishing Fleet. Catches. Legislation. The "Blue" Plan

At the present time the fishing industry is undergoing drastic transformation. A purely artisan business up to but a short time ago (and even a family business in certain cases), it is now slowly but surely drifting towards industrial organization. The passage will be long and certainly full of difficulties but the first steps have already been taken and new projects have already been started upon.

Evidence of the growing importance of the fishing industry was to be seen last year when, under the general scheme for the reorganization of the Ministry for the Mercantile Marine, the authorities decided to set up a "*Deep Sea Fishing Department*".

According to the latest official figures, the Italian fishing fleet is composed as follows (regional division in Table II):

Table I. - Composition of Italian Fishing Fleet

VESSELS	No.	Gross Tons
No. Craft in service	*45,227*	*162,786*
of which:		
Oared and Sailing Vessels	31,797	41,797
Motorboats	10,638	30,983
Sea Motor Vessels	3,470	90,006

Table II will also show that motor-driven vessels are more commonly used along the Adriatic and Sicilian coasts, while small motor-

Table II. - Regional Distribution of Fishing Fleet

COASTAL AREA	Oared and Sail		Motorboats		Sea Motor Vessels	
	No.	Gross Tons	No.	Gross Tons	No.	Gross Tons
Ligurian	1,935	2,374	675	1,589	135	3,387
Tuscan	695	808	470	1,629	210	6,120
Latium	1,173	1,615	389	1,600	253	9,303
Campania-Calabrian	5,579	8,435	2,273	6,103	155	3,293
Sardinian	1,587	1,930	846	2,494	60	1,522
Sicilian	8,224	13,049	2,619	7,969	669	21,961
Ionian	1,409	2,045	137	505	36	1,136
Apulian	4,486	7,052	583	2,685	362	8,367
Abruzzi-Marches	2,437	3,569	471	1,533	860	16,627
Venetian	4,336	5,663	1,139	3,230	637	8,177
	31,861		9,601		3,377	

boats and oared or sailing craft are common to the southern Tyrrhenian coastal area. About 32% of the craft in use are less than five years old, 35% range from between 5 and 10 years, 14% between 10 and 15 years and 19% over 15 years.

Motor fishing vessels fitted with freezers number 1,329 of a total of 3,377, 525 are fitted with cold storage, 607 have echo sounders and 145 have ichthyoscopes.

During 1961, about 145,803 persons were engaged in the fishing industry, divided as follows: *crews* - 131,300; *port and harbour personnel* - 6,247; *other duties* - 8,251.

For figures relating to catches only those for 1960 are dependable since later ones are still incomplete. However, partial data for last year, if compared to the corresponding period of 1960 (first seven months) reveal a certain increase, as seen in Table III.

Table III. - Sea and Lake Catches *(Quintals)*.

YEAR	Fish Landed				Molluscs	Crustaceans	Total
	Anchovies Sardines Mackerel	Tunny	Others	Total			
1960	582,950	13,928	863,487	1,460,365	331,343	89,453	1,881,161
1960 (seven months)..	360,114	12,890	481,935	854,939	210,315	44,671	1,109,925
1961 (seven months)..	400,821	14,746	503,074	918,641	218,278	50,240	1,187,159

Although per capita consumption is barely 7 kilograms, the catches are never sufficient to cover domestic needs and imports account for about 40% of consumption, equal to 130,000 tons. In 1959, catches landed totalled 189,484 tons, while imports were 117,314 tons, divided as follows:

a) 33,834 tons (6.9 milliard lire) of fresh and frozen fish from Denmark, Greece, Norway, Holland and Japan;

b) 5.735 tons (1.3 milliard lire) of dried, salted and smoked fish from Spain, Holland and Great Britain;

c) 41,458 tons (7.4 milliard lire) of codfish from Denmark, France, Germany, Ireland and Norway;

d) 8.709 tons (4.4 milliard lire) of stockfish from Ireland and Norway;

e) 24,380 tons (8.3 milliard lire) of tinned or preserved fish from Algeria, Canada, Japan, Morocco, Holland, Portugal, Great Britain, Spain, the United States and Venezuela;

f) 3,630 tons (7.3 milliard lire) of molluscs and crustaceans from France, Yugoslavia and Great Britain.

The ratio between local catches and imports, therefore is 1.54, that is, for every one and a half tons landed one ton must be imported, which corresponds to 42 lire of every 100 lire spent on consumption. The present trend shows that imports chiefly consist of stockfish, codfish and preserved fish; these account for 60% of the total and about two thirds of the value. Net product in 1959-60 was 26 milliard lire, but this figure is below the real one because of the fact that fish is often sold direct to the consumer and statistics, therefore, are unreliable.

However, even though information is limited, it is obvious that the fishing industry is important and that there is a strong import trade. There has been a considerable drop in fishing possibilities in Italian coastal waters and if the industry is to progress it will have to extend its range. This must be done by introduced powered vessels and organizing a sound industrial economy.

As far as vessels are concerned, most of these are now power driven and oared and sailing craft are important only as regards numbers. Following the example of " Genepesca ", which was the only industrially organized enterprise up to a few years ago, various owners have introduced improvements, following sound financial policy, providing better conditions for crews and using more suitable craft.

Apart from the drafting and approval of the " Blue " Plan, the Government has constantly followed the vicissitudes of the fishing industry because of the social and economic repercussions that it may cause. A series of laws and regulations have brought assistance to fishermen, revolving funds have been created and facilitations and loans authorized for refitting of vessels.

The question of construction of new fishing vessels was dealt with in Law No. 75 of March 8, 1949. This was directed towards promoting and assisting the rebuliding of the Italian fishing fleet which had suffered heavily during the second world war. The benefits offered by this law were applied to 334 wessels, totalling 8,635 gross tons, and 1.4 milliard lire was paid out by the Government.

This Law No. 75 was later ammended under Laws Nos. 212 and 549 of April 2, 1953 and June 28, 1955 respectively which authorized a further 2.2 milliard lire for the building of 221 craft of 10,894 gross tons.

The principles of Law No. 522 of July 17, 1954 and Law No. 301 of March 31, 1961 on the building of vessels for the merchant fleet have also been applied to the fishing industry and cover both new

craft and the repair, transformation and refitting of those already in service.

Under Law No. 20 of January 8, 1952, which was ammended under Law No. 717 of August 6, 1954 and Law No. 1459 of December 27, 1956, 600 million lire was made available for projects that would strengthen the fishing industry.

Table IV. - Loans Issued (*thousand lire*)

ITEM	Laws Nos. 20 & 717		Law No. 1459		Total	
	No. of Loans	Lire	No. of Loans	Lire	No. of Loans	Lire
Purchase of Equipment	250	161,665	184	109,400	434	271,065
Purchase of echo sounders	4	1,800	3	2,500	7	4,300
Purchase of motor vehicles	14	22,750	3	3,600	19	26,350
Purchase of engines and construction	40	27,805	12	5,750	52	33,555
Various Purchases and works	9	10,730	23	15,350	32	26,080
Freezing plants	16	24,450	6	4,100	22	28,550
Construction and Maintenance	33	48,020	5	6,000	38	54,020
Processing plants	—	—	3	6,000	3	6,000
Publicity and Research	18	30,500	4	9,500	22	40,000
Building and Management of Orphanages	11	22,087	4	17,800	15	39,887
Assistance funds	—	—	1	120,000	1	120,000
Total	395	349,807	250	300,000	645	649,807

In order to help the fishermen of the Upper Adriatic who lost fishing rights in waters around Istria, Law No. 590 was approved. This set aside 500 million lire to be used in contributions to fishermen and about 950 claims have been settled already.

Other contributions, covering about 40% of the expenditure borne by proprietors of vessels, are made by the *Southern Italy Development Fund* which opened a 9 milliard lire fund. At October 31, 1961, 4,024 claims valued at 7,151,475,458 lire had been settled. Table V provides details of regional distribution of this fund.

Law No. 16 of January 10, 1952 on *loans and credit* for the fishing industry, and which stated that the Government would cover the 3% interest payable on all operations, a further 45 million lire were set aside. A later law, No. 1508, November 25, 1960, authorized further contributions of 73 million lire to be paid out over a period of eleven years.

Law No. 1457 of December 27, 1956, instituted a *revolving* fund to finance a wide range of projects, the loans to attract only a small interest and the period of repayment to be reasonably long. Under this law, up to 80% of the expenditure borne by proprietors of vessels was to be covered provided that the figure did not exceed 10 million lire. The fund currently totals 3,042 million lire.

Table V. - Loans Issued by the Southern Italy Development Fund at 31-10-61

REGION	Loans		REGION	Loans	
	No.	Amount.		No.	Amount.
Tuscany	93	126,980,680	Basilicata	2	220,600
Abruzzi and Tronto	472	1,287,257,048	Calabria	342	234,836,926
Latium	402	639,468,256	Sicily	795	1,857,380,340
Campania	766	1,369,576,900	Sardinia	143	128,699,600
Apulia	1,009	1,507,055,108	*Total*	4,024	7,151,475,458

The following banks have also been authorized to extend loans to the fishing industry: Banca Nazionale del Lavoro, Banco di Napoli, Banco di Sicilia, Banco di Sardegna, Banco di Santo Spirito and certain savings banks. To date, they have issued 615 loans for a total of 2,618 million lire.

Government aid has also covered health insurance and social security for fishermen and a special law, No. 250 of March 13, 1958, was approved by Parliament as a means of aiding the smaller enterprises, most of which are of a family nature.

Under this law, those persons who are professionally registered as self-employed fishermen have a right to old age and surviror's pensions, family allowances, compulsory insurance against accidents and health insurance. Such questions are handled by those organs instituted by law. The Ministry for the Mercantile Marine is currently engaged on a plan, most of which has already been approved, which will result in a yearly contribution of 350 million lire from the Ministry of Labour to the Fishermen's Health Fund. This will reduce the yearly contributions that have to be paid by the industry by about 25%.

In many ports, fishermen are living in housing that is unfit and more often that not condemned. Under Law No. 640, August 9, 1954, one milliard lire were set aside for the construction of *new housing* and the National Institute for Fishermen's and Seamen's Homes, " Edilmare ", has already carried out widespread research and planning which includes the building of whole new districts. To date, " Edilmare " has constructed 11 seamen's homes and 485 houses at a cost of 1,160 million lire while projects approved or being examined will result in a further 102 seamen's homes with 3,041 rooms, costing approximately 8 milliard lire.

Although the public authorities have always shown deep interest in the conditions of the fishing industry, operations to date have been somewhat fragmentary and hesitant. To all intents and purposes, it

has been a question of settling the most important problems as they have come to light, to try and do away with deficiencies and provide answers without following an organic programme. This led the Government to draft the "*Piano Azzurro*" (Blue Plan) which should ultimately settle all the questions plaguing the fishing industry at the moment and provide it with definite prospects for the future.

The plan calls for various public projects over a period of years which will enable three essential objectives to be reached — rational fishing operations, reduction of costs and distribution of all kinds of good quality, fresh fish and the lowest possible prices.

It also contemplates the fact that the fishing industry should transfer its activities to more profitable waters — the Atlantic — and this will logically require the building of a modern and adequate fleet, the creation of a cooperative movement handling sales and distribution, the widespread use of refrigerator vans and rolling stock and a general, efficiently working organization.

Obviously, the "Plan" is also concerned with ensuring persons engaged in the industry with a satisfactory living standard. Its drafting, however, has not limited the approaches that the competent Government department has been making on a world scale for the purpose of finding a new outlet for the Italian fishing industry.

Relations with Yugoslavia having been reasonably settled, efforts are now being made to ease the situation in the Sicilian channel while discussions have been held with Egypt over the setting up of a joint Italo-Egyptian company enjoying fishing rights in the Mediterranean and the Red Sea.

A search for new fishing grounds in the lower and central thyrrenian begab in the Spring of this year and an agreement on this has already been reached with France. Useful talks are also being held with the new African States whose coastlines are washed by the Atlantic Ocean.

THE HOTEL INDUSTRY

More accomodation and better services

One of the best examples of the growth of the tourist industry in Italy is afforded by the improvements that have been made to hotel services and the greater accommodation available to those visiting this country.

During the past few years, more and more hotels have had to be built in order to meet the pressing demands of a tourist movement that is expanding all the time. Services and installations in all categories have been vastly improved, particularly in those specializing in family trade. A recent survey has revealed that 1,200-1,400 milliard lire, drawn from private sources, has been invested in the hotel industry and this is one branch in which private enterprise has worked happily with the public authorities. Under various laws and regulations that have come into force between 1945 and 1959, the Government has contributed 32,160 million lire through schemes that were all completed by February 1962. To this figure must be added the capital offered by the Southern Italy Development Fund, about 5 milliard lire, and loans obtained through the Hotel and Tourist Fund of the Banca Nazionale del Lavoro. In all, public contributions and the Hotel and Tourist Fund have poured about 55 milliard lire into hotels but a great deal has also been done by those Regions with special statutes. Although the sums invested by the latter may be modest in comparison with the aid given by central government, they have nevertheless acted as an encouragement. The Provincial Touring Departments have played their part by offering grants and awards of varying entity.

But a short time ago a new law was introduced that renewed the loans and credit system in force to date. Indeed, Law No. 68, February 15, 1962 covered a five-year scheme of public intervention (as from the beginning of the 1961-62 financial year) for payment of 3% interest on 25 and 10 year loans issued for building (up to 50%) and furnishings and installations (up to 25%) and any other project likely to improve hotel accommodation.

This means that, over a short period, it will be possible to cover new investments for projects that are likely to cost 70 milliard lire.

* * *

At September 30, 1961, hotel accommodation could be summarized as follows:

No. of hotels and pensions: 33,358; *No. of rooms:* 488,221; *No. of beds:* 851,110; *No. of bathrooms:* 166,961.

Compared with the situation in 1960 there was an increase of 3.2% in the number of hotels and pensions, 7.8% in the number of rooms, 8.1% in the number of beds and 20.1% in the number of bathrooms.

Table I. - Hotel Accommodation in Italy - 1949-1961

YEAR	No. Hotels	No. Rooms	No. Beds	No. Bathrooms
1949	20,063	215,702	365,128	34,381
1961	33,358	488,221	851,110	166,961
% increase	*66.2%*	*126.3%*	*133.09%*	*385.6%*

In comparing the year 1949 with 1961 it is interesting to note that, apart from the total percentage increases, which are high, there has been a marked rise in available accommodation. Examining Tables I and II, it will be seen that the sharpest increase has been in the number of bathrooms (385.6%) and that the general growth of the indus-

Table II. - Hotel Rooms Available in 1949 *and* 1961 Per Type and Category

TYPE AND CATEGORY	Rooms at 31-5-1949		Rooms at 30-9-1961	
	No.	%	No.	%
Hotels	137,914	*63.9*	307,956	*63.1*
Luxury	5,877	*2.7*	8,857	*1.8*
1st. Category	20,426	*9.5*	35,765	*7.3*
2nd. Category	38,959	*18.0*	85,968	*17.6*
3rd. Category	39,395	*18.3*	100,035	*20.5*
4th. Category	33,257	*15.4*	77,331	*15.8*
Boarding Houses	26,657	*12.4*	101,501	*20.8*
1st. Category	1,590	*0.7*	2,939	*0.6*
2nd. Category	9,118	*4.3*	23,868	*4.9*
3rd. Category	15,949	*7.4*	74,694	*15.3*
Inns	51,131	*23.7*	78,764	*16.1*
	215,702	*100.0*	488,221	*100.0*

try is reflected in boarding houses and lower category hotels. Only a minimum increase is noted for inns and similar (16%).

The addition of bathrooms is generally accepted as a qualitative index of the services offered by hotels. In 1961, there were 34.2 bathrooms for every 100 rooms, a ratio that varies somewhat according to the type and category of hotel. The number ranges from 91.8 in the luxury category to 16.8 in the fourth category. Boarding houses drop from 60.2 in the first category to 25.3 per 100 in the third category, while the ratio is 13.2 per hundred in the case of inns.

Comparing 1961 figures with those for 1949, it will be seen that there has been a marked rise in the bathroom-room ratio, from 15.19 to 34.2 per 100, the greatest increase being registered for lower category hotels and pensions.

Territorial Distribution of Hotel Accomodation

Regional distribution of hotel, boarding house and inn accommodation is to be found in Table III.

Table III - Regional Distribution of Tourist Accomodation

	Hotels and Boarding Houses	Inns	Rooms	Beds	Bathrooms
Northern Italy	12,528	11,673	340,521	596,284	106,194
	24,201				
Central Italy.....	3,775	1,381	92,436	159,520	39,234
	5,156				
Southern Italy	1,278	1,397	37,498	65,282	15,108
	2,675				
Insular Italy	585	741	17,766	30,024	6,425
	1,326				
Total	18,166	15,192	488,221	851,110	166,961
	33,358				

Comparison between the various Italian regions provides the following picture:

more than 30,000 rooms available in: Piedmont, Liguria, Lombardy, Trentino-Alto Adige, Venetia, Emilia Romagna, Tuscany, Latium;

from 20,000 to 30,000 rooms in: Campania;

from 10,000 to 20,000 rooms in: Friuli-Venetia Julia, Marches, Sicily;

from 5,000 to 10,000 rooms in: Valle d'Aosta, Abruzzo-Molise, Apulia;

less than 5,000 rooms in: Umbria, Lucania, Calabria, Sardinia.

Comparing the index figures for hotel accomodation with the size of the population resident in the various regions, it will be seen that the Valle d'Aosta and Trentino head the list with 84 and 59.2 rooms respectively per 1,000 inhabitants. These regions are followed by Liguria with 27.41, Emilia Romagna with 22.3, Tuscany with 14.7, Venetia with 14.6, Friuli-Venetia Julia with 11.1, Piedmont with 9.3, Latium with 7.7 and Lombardy with 7. The other regions have figures which are lower than these indices.

TAKE NOTE

The address of the Editorial and Administrative Offices of this Magazine is now as follows:

Via Po, 14 - ROME

THE AERO CLUB OF ITALY

Aims, Achievements and Operations

The Aero Club of Italy was founded on November 22, 1911 for the express purpose of supervising the activities of those organizations that were springing up in most of the more important cities as a result of the first successful attempts at flying. These organizations were: the " *Società Aeronautica Italiana* " (Italian Aeronautical Society), founded in 1904 and which represented Italy the following year as a founder member of the International Aeronautical Federation; the " *Club Aviatori* " (Aviators' Club) of Rome and the " *Società Aviazione* " (Aviation Society) of Milan, both founded in 1908; the " *Circolo Aeronautica* " (Aeronautical Club) of Naples and the " *Aero Club d'Italia* " (Aero Club of Italy) of Padua.

The Aero Club was authorized to control flying activities in Italy and permitted to officially confirm records and issue flying certificates as well as promote and supervise air exhibition and meetings. It also assumed authority over organizations and associations closely connected with flying and undertook publicity and publication of air manuals and technical books. Between 1911 and 1915, the Club encouraged the opening of flying schools and achieved considerable fame for the help it gave in the creation of a Voluntary Flying Corps and a Voluntary Balloon Corps and the launching of a national appeal for subscriptions which went under the name of " Give Your Country Wings " and raised enormous sums.

In the years following the first world war, the Club gradually returned to its old activities and launched itself into undertakings that were even more courageous and generally successful. Under a law of July 25, 1926, the Aero Club of Italy became a non-profit making organization and, apart from the task of encouraging and controlling all branches of private flying, became responsible for the training of pilots and navigators who had been demobilized and the management of elementary flying schools training pilots for the Air Force.

The Club was then placed under the authority of the Ministry of Aviation and, by law, received funds from the Exchequer; this Government department also appointed instructors and skilled ground crews for the various training school and squadrons. In 1927, its name was changed to " The Royal National Aeronautical Union " and this became responsible for the preparation, organization and registration of special events (records, national and international flying contests, including the famous " Schneider Trophey ") and

the promotion of congresses and technical, scientific, professional and sports meetings.

By the end of the second world war, the Club was practically non-existent but, in 1948, it returned to its original name and became a federation. The provincial branches of the "Royal National Aeronautical Union " were altered to private clubs attached to the Aero Club of Italy and enjoying full legal status. There were 34 of such clubs in 1947, but this figure rose to 64 in 1951 and 71 in 1959.

The importance of the tasks assigned to it, plus the wide assistance it had offered to civil, military and sporting circles since the time of its foundation, induced the Ministry of Defence (Air) to provide extensive aid. The Club was given a large number of light aircraft (no longer suitable for military purposes) for distribution among members and it was authorized to use all air and ground aids. The Ministry of Finance also ruled that the Club should be exempt from customs dues on fuel.

The Aero Club of Italy has also received other forms of assistance, among them being: *funds for the purchase of light aircraft; grants for the training of pilots; contributions towards the purchase of standard engines for light aircraft; funds for the purchase of V.H.F. apparatus; funds for maintenance units; improved training and technical services; gliding schools; fuel and lubricants for flying meetings; awards for 1st. and 2nd. class pilots' certificates.*

Current organization of the Club is authorized by Law No. 340, May 29, 1954. This law states it to be a non-profit making organization under the authority of the Ministry of Defence (Air) and responsible for promoting, regulating and arranging all flying activities undertaken by persons, associations, clubs, institutes and private bodies in Italy. The Aero Club of Italy is affiliated to the Italian Olympic Committee and is inscribed in the registers of the Association for the Expansion of Air Transport and the Centre for the Study and Employment of Helicopters in Public Utility Services (C.I.SI.E.S.P.I.). Aiming at broad objectives, it stands to reason that the Club is interested in multiple activities — power flight, gliding, aircraft modelling, parachute jumping, publicity, drafting of regulations for competitions, participation in meetings held by the International Aeronautical Federation, etc. Added to these are the daily labours of replying to correspondence and controlling and helping the 71 member clubs. In the latter task it is assisted by a Sporting Committee and Technical Committees which have advisory powers.

Normal powered flight is, course, the most important and complex branch of private flying. It is a category that embraces touring, com-

petitions, contests and exhibitions, plus flying training for members at 59 schools officially recognized by the authorities.

Touring is something that is undertaken by individual members of groups anxious to take part in the many meetings and competitions held in various Italian cities and abroad. These are held on specific dates on the basis of a calendar drafted by the Central Sporting Committee and approved or modified by the ederal Council. Generally speaking, meetings and competitions present their own particular characteristics and include special items that vary according to the interests of the clubs concerned. For example, the Lombardy meeting is a test of steady and accurate flying while that held in Sicily is a joint technical-tourism contest. The course over the Dolomites, which calls for the pin-pointing of specific localities, draws competitors who have a certain experience in cross-country flying. The " 1,000 Kilometre Race " also demands pilots who are sure of themselves and who already have a good many hours entered in their logbooks. The Gulf of Naples circuit is tight and competitors are started on a handicap system.

Gliding is possible at 20 clubs, plus the important training schools at Milan, Turin and the National Gliding Centre at Rieti which also promotes competitions, many of which attract foreign entries. This particular branch of flying became very popular from 1956 onwards, when new types of gliders began to be produced.

Aircraft modelling is both an educational and relaxing pastime and it attracts large numbers of young people who are guided by experts. It has become so popular that the Aero Club of Italy has become one of the outstanding members of the I.A.F. in encouraging such a hobby. Many thousands of youg people have devoted themselves to this sport, holding meetings and contests in fields specially set aside for them, and a rapidly growing industry has sprung up to satisfy their needs. Modelling helps greatly in teaching the basic principles of flying and flight and, coupled with the many hours spent in the open air, provides a healthy and sound background. Over the past ten years, Italian entries in local and international contests have been heavy.

The extraordinary progress made with missiles caused the Federal Council of the Aero Club of Italy to create a Technical Committee for Astromodelling and a school to train high-school students and undergraduates in the principles of astronautics. In fact, in this field, the Club is far ahead of any of the members of the International Aeronautical Federation.

Parachute jumping was included in the activities of the Club in 1954. It is interesting to note that those persons closely interested

in this sport have increased from year to year. Ten certificates were issued in 1954, but the figure exceeded 500 in 1960. In 1958 approximately 570 jumps were made, rising to 1,511 in 1959 and dropping to 1,000 in 1960.

There is still no real training school for would-be parachute jumpers and a certain number of courses are given yearly at temporary schools. Parachutists also have their own contests and meetings and three were held in 1960 at Bolzano, Loreto and Bologna.

CATEGORY	Years 1958 No.	1959 No.	1960 No.	CATEGORY	Years 1958 No.	1959 No.	1960 No.
Powered flight				*Gliding*			
a) Available aircraft:				*a*) Gliders:			
				two seater	29	26	32
				single seater	32	39	60
property of Air Force	264	239	148				
property of Aero Club	109	146	226	*Total*	61	65	92
property of private members	42	36	42	*b*) Activities and results:			
				No. of flights	13,518	14,350	12,727
Total	415	421	416	Flying hours	7,771	7,912	8,691
b) Certificates issued:				"C" certificates issued	122	118	103
				c) I.A.F. badges:			
1st. class	713	603	501	D (silver)	21	13	18
2nd. class	270	206	231	E (gold)	—	—	7
Total	983	809	732	*d*) Advanced:			
				D (silver)	46	53	73
c) Flying hours:				E (gold)	2	4	10
				F (diamond)	—	3	5
training	38,369	38,954	33,818				
touring, sport and various	8,696	7,125	8,795	*Modelling*			
operations by Air Club of Italy	399	566	585	*a*) Schools in use	39	32	39
National Gliding Centre	906	1,032	802	*b*) Diplomas issued	711	665	476
				c) Sports certificates issued	1,138	1,256	1,018
Total	48,370	47,677	44,000	*d*) National contests	30	29	30

The Aero Club of Italy publishes a monthly magazine entitled "Volo" (Flight) and various books and brochures of a technical and instructive nature. On the occasion of the fiftieth anniversary of Italian aviation, a special number of this magazine was published containing numerous photographs and special articles illustrating the history of flight in Italy.

Many flying clubs hold annual courses arranged by the Publicity Department of the Civil Aviation Board. These courses are attended by secondary school students who receive general instruction in matters concerning aviation. They are able to fly on numerous occasions and examinations are held at the end of the course. At the same time, outstanding students are offered grants that will enable them to receive flying training.

CALENDAR OF EVENTS

MAY 1962

1. - The President of the Republic attends Labour Day ceremonies in Rome and is present when the Italian « Star of Merit » is conferred upon persons who have particularly distinguished themselves in the world of labour. Similar ceremonies are held in other Italian cities.

2. - Senators and Deputies meet in joint session, together with the representatives of the Regions with special Statutes, to elect a new President of the Republic. The necessary two thirds majority is not reached during the first three ballots.

— Senator Gino Zannini visits the 3rd. Central African Fair at Bulawayo together with members of the Italian economic mission for celebrations connected with « Italy Presents ».

3. - The fourth ballot for the election of the President of the Republic. The Italian Foreign Minister, Signo Segni, obtains a larger number of votes (354) followed by the Hon. Giuseppe Saragat with 321.

4. - A further two ballots are cast for the new President of the Republic, giving Signor Segni a further majority.

5. - After a seventh ballot, the position of the two chief candidates for the Presidency of the Republic, Signor Segni and Signor Saragat remain more or less stable.

— The President of the Republic, Signor Gronchi, sends a message to the Emperor of Ethiopia, Haile Selassie, on the occasion of that country's national festivities.

6. - The Hon. Antonio Segni is elected President of the Republic of Italy at the ninth ballot (443 votes).

— The electoral campaign opens in those localities where elections are to be held on June 10 next.

— The Minister of Defence, Signor Andreotti, returns from Athens where he has been taking part in N.A.T.O. discussions. Signor Andreotti also represented the Minister of Foreign Affairs at these talks.

8. - The Prime Minister, Signor Fanfani, accepts the office of " ad interim " Foreign Minister.

9. - The Standing Committee for the Budget of the Chamber of Deputies concludes its discussions on the Sardinian Development Plan.

— Ministers Spallino and Colombo attend the opening of the new headquarters of the Federation of Editors and Publishers. The Government is represented by the Undersecretary to the Presidency of the Council of Ministers, the Hon. Umberto Delle Fave.

10. - The Italian Prime Minister accepts the " ad interim " office of Foreign Minister during a short ceremony at the Ministry for Foreign Affairs. The appointment had remained open following the election of Signor Antonio Segni as President of the Republic.

— Pope John XXIII sends messages of congratulations and goodwill to President Giovanni Gronchi and his successor, Signor Antonio Segni.

11. - The President of the Republic, Signor Segni, takes the oath before a joint assembly of Parliament. This is followed by a short ceremony at the Quirinal where Signor Giovanni Gronchi hands over the seals of office to the new President.

12. - The President of the Republic receives the Italian Prime Minister who informs him of the Government's resignation. The President requests the Prime Minister to withdraw this.

— The Prime Minister, speaking at the fourth congress of the C.I.S.L. (Federation of Free Labour Unions), states that the Government programme will be carried out to the full.

13. - Attending a convention dealing with questions connected with the creation of the new independent Region of Fruili-Venetia Julia, held at San Daniele del Friuli, the Vice-Secretary of the Christian Democrat Party, Signor Scaglia, confirms that priority will be given the region in question.

15. - The Minister of Public Works publishes the amount of State contributions for low-price housing. Under a new law, appropriations will total three milliard lire over the next 35 years.

— The 9th. International Monetary Conference, promoted by the American Bankers Association opens today. In an opening speech, Minister Tremelloni stresses the fact that liberalization and stability have been the chief factors in Italian economic growth.

16. - The President of the Republic receives members of the diplomatic corps accredited to the Italian Republic.

— Signor Giovanni Gronchi is appointed a Senator for life. He announces that he will support the " mixed " group in the Senate.

18. - The Belgian Prime Minister. M. Lefevre and the Foreign Minister, M. Spaak, arrive in Rome as guests of the Italian Government.

— The Minister of Public Instruction, Signor Gui, presents Parliament with a " splinter " Bill on Education. This Bill covers urgent Government measures that will be developed further under the general School Development Programme.

20. - The official visit of the Belgian Prime Minister and the Minister for Foreign Affairs concludes today. A communique states that full agreement has been reached on all questions of world politics discussed by the representatives of Belgium and the Italian Government.

21. - The Minister of Industry and Trade, Signor Colombo, receives a visit from the Polish Minister for Foreign Trade. During ensuing talks, the Ministers discuss problems concerning trade between Italy and Poland.

22. - The Minister of the Budget, the Hon. Ugo La Malfa, presents the Chamber of Deputies will a lengthy report on economic policy, stressing that planning of economic growth will eliminate social and regional differences.

23. - The Austrian Foreign Minister hands the Italian Ambassador in Vienna a Note on the Alto Adige controversy. This Note proposes new talks between the Foreign Ministers of Italy and Austria.

24. - Signor Antonio Segni — former lecture in Civil Law Procedure — visits Rome University ad takes official leave of the Academic Corps.

— The Minister of Agricultural, Signor Rumor, leaves for London on the invitation of the British Government. Talks in London will centre on major farming problems under the E.C.M.

— May 24 celebrations held throughout Italy. The Minister of Defence sends a message to former members of the Armed Forces now resident abroad.

25. - The Senate approves budget estimates for the Ministry of Defence following a speech by the Minister, Signor Giulio Andreotti and a report by Senator Vaccaro. The Government confirms that it will grant life pensions to ex-servicemen who are without means.

26. - At Naples, the President of the Republic and the Prime Minister attend the opening of a new dock built by the S.E.E.N., a company belonging to the I.R.I. group.

— In a speech at the conclusion of the 3rd. International Congress on Social Tourism, held at Milan and Rome, Minister Folchi explains the social objectives of mass travel.

27. - Senator Lorenzo Spallino, Minister of Posts and Telecommunications, is killed in a motor accident in Lombardy.

— Speaking at Siena during a ceremony in which awards are made to industrial employees with long-service records, the Prime Minister observes that organic development policy is dependent upon public consensus.

28. - The Minister for Bureaucratic Reform, Senator Medici, speaking with trade representatives at Milan, describes the aims and objectives of his Department.

— The Minister of Agriculture, Signor Rumor, arrive in Brussels to take part in general talks between the Ministers of the E.C.M. member states.

— The Undersecretary to the Presidency of the Council of Ministers, the Hon. Umberto Delle Fave, opens the International Congress of Editors-in-Chief at Rome's Capitol. The inaugural ceremonies are attended by the President of the Republic and Senator Piccioni.

29. - The President of the Republic, on the proposal of the Prime Minister, approves decrees appointing Senator Attilio Piccioni (who retains the office of deputy Prime Minister) as Minister for Foreign Affairs and Senator Guido Corbellini as Minister of Posts and Telecommunications. The two Ministers are sworn in later in the day.

— The Standing Committee for Internal Affairs of the Senate approves the proposed Bill on the " Sardinian Development Plan " as modified by the Chamber of Deputies. The plan contemplates expenditure of over 400 milliard lire.

30. - The President of the Republic visits Sassari for ceremonies marking the 4th. centenary of the foundation of the local university.

31. - The President of the Republic receives members of the Diplomatic Corps. This traditional reception, held in the gardens of the Quirinal, marks the opening of official ceremonies connected with Italy's national feast day (June 2).

JUNE 1962

1. - The Minister of Finance, Senator Trabucchi returns to Rome from Israel after a visit to the Holy Places and various farms and agricultural communities. He was accompanied on his visit by 86 mayors of Verona Province.

— The President of the Republic, Signor Antonio Segni, gives his approval to the nomination of Otto Cortes Fernández as Ambassador of Costarica in Rome.

2. - The 16th. anniversary of the foundation of the Republic of Italy is celebrated today. In Rome, the President attends a military parade in the Via dei Fori Imperiali. Celebrations conclude with a reception offerend by the President of the Republic at the Quirinal to which high ranking public officials and various exponents of political, cultural and economic circles are invited.

— The Prime Minister, Signor Amintore Fanfani, opens the Rome-Frosinone stretch of the " Sun Highway ". The new stretch is 67 kilometres long.

3. - The Prime Minister visits Naples for the laying of the signposts marking the termination of the Bari-Naples highway.

4. - The Italian Foreign Minister, Senator Piccioni, receives the United States Ambassador, Mr. Frederick Reinhardt.

5. - The Italian Foreign Minister receives the representatives of the European Council of Communes. The Chairman, M. Peyron, explains the future programme of the Council.

6. - The Senate concludes its debate on the Government Bill concerning the building of 1,500 sports grounds and recreation fields over the next five years at a total cost of 15 milliard lire.

The Minister for Foreign Trade, Signor Preti, arrives in Moscow for an official visit to the fair demonstrating the accomplishments of Italian industry. He then meets the Soviet Minister of Foreign Trade, M. Patolicev and other exponents of the Russian Government.

7. - The Italian Prime Minister leaves for Tunis for a meeting with the President of the Republic of Tunisia, M. Burghiba.

— The Minister for Parliamentary Liaison, Signor Codacci-Pisanelli returns to Rome from Paris. In Geneva, the Minister held lengthy talks with the joint Chairmen of the " Committee of 18 " representing Italy at the Assembly of the Western European Union. On his arrival in Rome, the Minister informs correspondents of Italy's position in the W. E. U.

— The Italian Foreign Minister, Senator Piccion, receives a visit from the President of the European Parliamentary Assembly, the Hon. Gaetano Martino and the Minister of Foreign Affairs of Somalia, Dr. Abdullah Issa.

8. - A second meeting between the Italian Prime Minister and President Burghiba at Tunis enables them to reach agreement on the most important world problems.

— The Minister of the Treasury, Signor Tremelloni, is present at the first session of the Commissions authorized to examine internal and external costs of public administration in order to seek ways of increasing productivity in public services.

— The Administrative Board of the Italian State Railways, under the chairmanship of Minister Mattarella, approves projects concerning modernization and renewal of rolling stock that will cost 80 milliard lire.

9. - The Italian Prime Minister leaves Tunis and, in a speech to members of the Italian community in that city, draws attention to the fact that both the Italian and Tunisian governments are determined to continue collaboration in the interests of reciprocal progress.

— The " F-104 " aircraft makes its first flight at Turin. This is the prototype of a model which the F.I.A.T. Company are to produce in series.

— In Moscow, the Italian Minister for Foreign Trade, Signor Preti, has a lengthy conversation with the Soviet Prime Minister, Mr. Nikita Khrushchev, on the future possibilities of trade between Italy and the U.S.S.R.

10. - Local elections are held in 100 Communes in 38 provinces.

— The Italian Prime Minister opens the Florence-Coast branch road of the " Sun Highway " running as far as Lucca.

11. - The President of the Republic opens the 9th. World Electronic, Nuclear and Tele-radiocinematographic Fair in Rome.

— The President of the Republic of Tunisia, M. Burghiba, sends a message to the Italian Prime Minister in which he states that the latter's visit to Tunisia will strengthen and develop collaboration and friendship between the two countries.

12. - The President of the Republic sends a telegram of congratulations to Mr. Diosdato Macapagal, President of the Philipine Republic, on the occasion of that country's national holiday.

— The Italian Foreign Minister, Senator Piccioni, receives a visit from the Minister of Foreign Trade, Signor Preti, who reports on his recent visit to Moscow.

— The Committee of Ministers for Southern Italy meets today under the chairmanship of Signor Giulio Pastore. New plans for economic development in Abruzzo and Sardinia are approved.

— Under general plans for overhauling government, the Minister of the Treasury, Signor Tremelloni, institutes a pilot " public relations " office at the Provincial branches of the Treasury in Rome and an " Organization and Method " department at the Treasury itself.

13. - The President of the Republic attends ceremonies marking the closing of the 1961-62 academic year at the Lincei Academy in Rome.

— The Italian Prime Minister and the Minister for Foreign Affairs receive a visit from the Vice-President of

the Federal Executive Council of Yugoslavia, Mr. Alexander Rankovic.

— The Minister of Public Works, Signor Sullo, is present at the swearing-in of the Administrative Board of the A.N.A.S., a new body required by the law dealing with structural reorganization of the agency.

14. - The President of the Republic receives Mr. Alexander Rankovic.

— The Hon. Mario Scelba returns to Rome from Brussels where he has been taking part in the meeting of the Commission for Legal Affairs of the European Parliamentary Assembly. Signor Scelba sits on the Commission as a member of the Christian Democrat Group.

— Signor Pastore, having heard the opinion of the special Commission for Industrial Investments, approves the issuing of 754 million lire to industry in southern Italy. The money will be supplied from a sinking fund.

15. - The President of the Republic receives M. Pierre Chatenet and the Hon. Enrico Medi, respectively President and Vice-President of the European Atomic Energy Commission.

— The Hon. Dino Penazzato, Undersecretary of State to the Ministry of the Budget, dies suddenly in Rome. He is succeeded in the Chamber of Deputies by Signor Giuseppe Sales of the Christian Democrat Party.

— The Undersecretary to the Presidency of the Council of Ministers, the Hon. Umberto Delle Fave, opens the ninth meeting of the Italian Association for Public Relations. Delegates are to discuss: " The Ethics and Technique of Informations ".

16. - A technical meeting on the question of electrical energy is held at the Ministry of the Budget. It is attended by the Italian Prime Minister who, talking with correspondents, recalls the promise that the Government made to Parliement over the question of reaching a lasting solution to the electrical industry and explains the procedure so far followed.

— The Government Commission on Alto Adige meets at Bolzano and holds talks with the mayors of the chief communes of Alto Adige.

— The Minister of Foreign Trade, Signor Preti, receives a visit from the Ambassador of the Philipines, Mr. Manuel A. Adeva, who explains that his Government is anxious to to strengthen trade relations with Italy, in view of the fact that they are now very limited.

17. - A new meeting, dealing with technical problems of the electrical industry, is held today at the Ministry of Justice. Senator Bosco also attends the talks.

— The Commission on Alto Adige meets again at Bolzano. The Chairman, the Hon. Paolo Rossi, speaking at the end of talks, expresses his personal satisfaction at the conclusions reached.

— The Minister of Posts and Telecommunication, Senator Corbellini, opens the Convention of Italian Engineers.

18. - The President of the Republic receives an official visit from the deputy Prime Minister of the Union of Soviet Socialist Republics, Mr. Alexei Kossyghin. During the course of ensuing talks, the Soviet deputy Prime Minister hands the Italian President a personal message of good wishes from Mr. Khrushchev.

— The Italian Cabinet meets today under the chairmanship of the Prime Minister, Signor Amintore Fanfani. Members decide upon nationalization of the electrical industry.

20. - The Chamber of Deputies approves a part of the " Educational Plan " proposed by the Government and presented by the Minister of Public Instruction, Signor Gui. This part, to be applied over the next three years, will come into force immediately.

— The President of the Republic receives the King of Marocco, Hassan II, now on a private visit to Rome.

21. - The former President of the Republic, Senator Giovanni Gronchi, is appointed Chairman of the Awards Committee of the " Balzan " Foundation.

— Speaking at Lanciano (Chieti), the Minister of Justice, Senator Bosco explains how the Government's development schemes will increase Italy's prestige in the world.

— The 16th. Trieste Trade Fair opens today. Twenty eight nations are taking part in this yer's edition.

22. - The Italian Cabinet meets at Palazzo Chigi today under the chairmanship of the Prime Minister. The decisions taken during the course of the meeting are directed towards reorganizing agriculture, particularly production, income and more widespread national insurance benefits.

— The Board of Administration of the Italian State Railways approves the purchase of rolling stock and material valued at 4,700 million lire during a meeting held under the chairmanship of the Minister of Transport, the Hon. Mattarella.

24. - Speaking at Treviso, the Italian Prime Minister, Signor Fanfani, describes the activities of the Government over the past four months and repeats that the centre-left coalition will guarantee monetary stability and savings.

25. - The Southern Italy Development Fund approves the building of new food processing plants in the southern regions. This project will cost approximately 5 milliard lire.

26 - The Minister of Industry, Signor Colombo, presents the Bill on nationalization of the electrical industry to the Chamber of Deputies. The Chamber decides that the Bill should be first examined by a special Commission and specifies that this should be done as speedily as possible.

— King Hussein and Queen Mona of Jordan arrive in Rome from Naples.

29. - The Minister for Bureaucratic Reform, Senator Medici, makes a speech on " From the Rerum Novarum to the Mater et Magistra " at Monreale.

— The Presidents of the new cooperatives formed between new smallholders in the Maremma district meet in Rome to discuss problems connected with modifications to the reform agencies.

— The Standing Committee for Domestic Affairs of the Chamber of Deputies approves the extension of the Motion Picture Law.

30. - The Minister of Finance, Senator Trabucchi, visits the Trieste Trade Fair.

— The 12th. Convention of Foreign Trade Consultants opens at Rovereto under the chairmanship of Senator Spagnoli, Vice-Chairman of the Senate Committee of Finance and the Treasury. Delegates are discussing " Introducing and Publicizing Italian products Abroad under a General Scheme to Promote Exports ".

— The Minister of Public Instruction, Signor Gui, attends the opening of the " Amedeo Maiuri " International Institute of Archaeological Research at Resina (Naples).

ITALIAN RADIO BROADCASTS IN ENGLISH

Rome time	*Day*	*Programme*	*Wave Lengths*
		PROGRAMME FOR NORTH AMERICA (EAST COAST)	
01.30–01.50 04.05–04.25	Daily	News Bulletin, Talk and Records	31.33 49.92
		PROGRAMME FOR NORTH AMERICA (WEST COAST)	
04.05–04.25	Daily	News Bulletin, Talk and Records	25.20 31.33
		PROGRAMME FOR AUSTRALIA, NEW ZEALAND AND THE FAR EAST	
10.00–10.40	Daily	News Bulletin	
	Sunday	Talk: Spotlight on Opera	
	Monday	We Want Music	
	Tuesday	Music For All	16.85
10.15–10.40	Wednesday	Music For All Tastes	16.91
	Thursday	Music From Italy	19.58
	Friday	Music For All	
	Saturday	Music For All	
		PROGRAMME FOR NORTH-WEST AFRICA AND NEAR EAST	
10.20–10.40	Daily	News Bulletin and Music	25.20 31.33
		PROGRAMME FOR THE MIDDLE AND FAR EAST	
11.45–12.05	Daily	News Bulletin and Music	13.91 16.85 19.48
		PROGRAMME FOR SOUTH AFRICA	
16.35–16.55	Daily	News Bulletin and Music	13.91 16.88
		PROGRAMME FOR GREAT BRITAIN AND IRELAND	
19.20–19.35	Daily	News Bulletin	
	Sunday	Light Music	
	Monday	Request Music	
	Tuesday	Light Music	31.33
19.35–19.40	Wednesday	Neapolitan Songs	49.92
	Thursday	Talk	
	Friday	Light Music	
	Saturday	Talk	
18.55–19.00	Thursday	Problems of NATO	30.90 41.24
19.00–19.30	Monday	Problems of European Unity	50.34
		NOCTURNE FROM ITALY	
23.05–06.30	Daily	Varied Musical Programme; News 1 a. m., 2 a. m., 3 a. m., 4 a. m., 5 a. m., 6 a. m.	355 49.50 91.53

Please note: *Possible changes in times and wavelengths will be notified during our transmissions.*

The three National Programmes of the RAI are broadcast on short and medium waves. Below is a list of the hours of transmissions and the wavelengths.

	Day	Time	Wavelength
1st Programme	Holidays	6.30-0.15	approx. 49.50 metres — 6.06 Mc/sec.
	Weekdays	6.30–14.20;15.15–0.15	» 31.53 » — 9.515 »
2nd Programme	Holidays	9–12; 13–14.30	» 41.81 » — 7.175 »
	Weekdays	9–12.30; 13–23 approx.	
3nd Programme	Holidays	16–24	» 75.09 » — 3.995 »
	Weekdays	19–24	